

THE Hongkong Weekly Press

AND
China Overland Trade Report.

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BIRTH.

At the Peak, Hongkong, on the 22nd May, the wife of ADD DONALD, Green Island, Macao, of a daughter.

DEATHS.

On the 19th April, at 22, Ryder Street, Colonel CHARLES ROBERT ST. LEGER SHERVINGTON, aged 45, eldest son of Lieut.-Colonel SHERVINGTON.

At Vladivostok, on the 12th May, 1897, CHARLES H. SMITH.

At Nanking, on the 17th May, 1898, the Rev. A. F. H. SAW, Foreign Christian Missionary Society, of typhus fever.

At sea, near Swatow, on the 22nd May, GEORGE J. RUSSELL, of London, chief engineer, Scottish Oriental steamer *Phraning*, of syncope of the heart. Aged 40 years.

ARRIVALS OF MAILS.

The French mail of the 22nd April arrived, per M. M. steamer *Sydney*, on the 22nd May (30 days); the American mail of the 15th April arrived, per O. & O. steamer *Aztec*, on the 23rd May (38 days); and the English mail of the 29th April arrived, per P. & O. steamer *Chusan*, on the 27th May (28 days).

EPITOME OF THE WEEK.

A rice riot has taken place at Wenchow in the course of which all the official Yamens were wrecked, but foreigners were unmolested.

Prince Henry of Prussia had an audience with the Emperor and Empress Dowager at Peking on Sunday, 15th May. The Emperor returned the visit.

Mat Salleh, who recently made his submission to the Government of British North Borneo, is again on the war path and is reported to have secured the alliance of an inland tribe possessing five thousand fighting men.

The railway between Newchwang and Moukden is about to be commenced, and a special official has been appointed to superintend it, while the projected route is dotted all along with flags marked "Peiyang railway line construction."—*Mercury*.

We (*N. C. Daily News*) are informed that there is so much disaffection in Fukien province, and so much uneasiness in the native city of Foochow, that Captain Galloway has asked permission to take H.M.S. *Daphne*, after lightening, up to the Settlement.

A rumour has been current amongst natives at Shanghai that Li Chin-fang, ex-Minister to Japan, has been selected by the Throne to go on a special mission to Europe, the object of which is to get the Great Powers to guarantee hereafter the neutrality of China.

Tsai Taotai of Shanghai issued on 16th May a proclamation declaring the neutrality of China in the present war between Spain and the United States. At the end of the proclamation are quoted special provisions of international law governing the conduct of neutrals.

We learn that Mr. G. F. Müller, Acting Commissioner of Chinese Imperial Maritime Customs at Pakhoi, has been promoted to the rank of Commissioner, and will next month be transferred to Foochow, where he will assume charge. Mr. H. Edgar, who has recently been in charge, goes on leave.

The *Kobe Chronicle* says:—Great inconvenience, a vernacular contemporary says, is being experienced on account of the absence of a subsidised steamship service between Formosa, Hongkong and Amoy. The Government proposes to offer a subsidy to encourage the opening of such a service. A Bill will be brought forward in the Diet during the present session.

Affairs at Manila remain much as last reported, Admiral Dewey not having made any further movement against the city, but now that Aguinaldo has arrived it is expected that there will soon be a movement by the rebels on the landward side. Meanwhile the departure of two transports from San Francisco has been reported by Renter. The same authority also stated that a Spanish squadron was to leave Cadiz at the end of the month with 10,000 troops for the recapture of the city, but the report is not credited.

The 7th June is the date fixed for the taking over of Weihaiwei by Great Britain. The Japanese began the evacuation on 17th May, and it was to be finished on the 23rd. The *China Gazette* of the 21st May says:—"Colonel The O'Gorman and a number of military officers from Hongkong went to Chefoo to-day en route for Weihaiwei to inspect that place and be present at its transfer to the British flag." Colonel O'Gorman left Hongkong with Madame O'Gorman on the 18th May by the *Empress of Japan*, booked for Yokohama. They appear to have left Shanghai for Chefoo by the Japanese steamer *Sagami Maru* on the 20th.

The following official communication appears in the Ceylon papers:—"You are authorised to state that H.E. the Governor has received a telegram from the Secretary of State to the effect that there was only one vacancy allowed on the Currency Commission for the Eastern Colonies, and that Sir Alfred Dent has been selected as their representative. It is added that a despatch follows by mail."

In its summary of news from Netherlands Indian papers the *Strait Times* has the following:—"The Spanish-American war has raised the price of sugar in Europe. Java planters, who have been hard hit by low prices, rejoice at the prospect of steady improvement in quotations. Pessimists, however, point out that the improvement will be but fleeting. Cuba, once pacified and brought under American control, will supply the United States market with sugar under more favourable conditions, especially as regards customs duties, than Java producers can hope for. In the long run, the war will not benefit the Java sugar interest."

The Labuan correspondent of the *Singapore Free Press*, writing on the 5th May, says:—"We have been much disturbed in our minds lately by the appearance in our waters of a mysterious ship of unknown nationality, but probably Russian or French. She is painted white and was first seen on the night of the 29th April at anchor off Karahmin Island, and at the same time two steam launches were seen cruising about in the outer part of the harbour on about the line taken by the submarine cable. In the day time our visitor was gone, but on Monday night (May 2nd) the launch was again seen in the harbour and the lights of a large vessel were again seen outside. What was going on your readers can guess as well as I. There is coal in Labuan and also at Moira at the mouth of the Brunei river. The cable is also landed at Labuan, and our visitors may have been in want of information on these two points."

Our readers will no doubt remember Mr. Melton Prior's account of the position of Tsingtao, which is the port meant when Kiaochou Bay is spoken of, and the difficulties he foresaw in the way of making a safe harbour there. Tsingtao is on the south-eastern side of the point which juts out in a south-westerly direction from the mainland on the north side of the entrance to the Bay, and Mr. Prior mentioned that with south-east winds blowing, ships had to run for shelter to the north-western side of the point. We learn that it has now been found that there is a good belt of deep water some three miles or more in length and over a mile in width on this north-western side, and it is proposed to move the town of Tsingtao over to that side, fill up the foreshore, and make a bund and wharves at which steamers can lie in safety. The Krupp Company propose to build a breakwater out from the side opposite where the present town of Tsingtao is, and thus a good harbour will be made. The proposed German railway is to start from the new town of Tsingtao and run along the north side of Kiaochou Bay to the city of Kiaochou, through Chimo, and on by Weihien and Chingchou to Chinanfu; and when this railway is built, Tsingtao will undoubtedly become an important commercial depôt.—*N. C. Daily News*.

THE CURRENCY.

An official communication to the Ceylon papers states that the Governor of that colony had received a telegram from the Secretary of State to the effect that there was one vacancy allowed on the Indian Currency Commission for the Eastern colonies, and that Sir ALFRED DENT had been selected as their representative. Ceylon had applied to have a representative of its own; hence the occasion for the official communication, the substance of which is of vital interest to Hongkong and the Straits, since it shows that their interests are to be taken note of by the Commission. The Singapore Chamber of Commerce has by a small majority pronounced in favour of the adoption of a gold standard, but from paragraphs which have appeared in the papers in London and Singapore we gather that it is considered it would be more advisable to have the proposed change considered as a separate question rather than in connection with that of the Indian currency. The Hongkong Chamber has pronounced emphatically against any change in our standard, but the appointment of a representative of the Eastern colonies on the Indian Currency Commission would seem to indicate the advisability of both Singapore and Hongkong taking steps to again give formal expression to their views. Sir ALFRED DENT's appointment may indicate only that the effect of the proposed Indian change on the trade with the Eastern colonies is to be considered, or it may mean that the expediency of effecting a change in the monetary standard of those colonies concurrently with the proposed change in India is to receive attention. In either case it is desirable that the position and views and wishes of the colonies concerned should be unmistakably made known.

We do not know whether the conversion of the Hongkong Chamber of Commerce to the theory of a gold standard has made any progress, or even commenced, but that the conversion will be effected sooner or later we entertain no doubt. The view at present held is that the currency of this colony must be determined by that of China, a country that has not shown such ability in the management of her own affairs as to render her altogether a desirable exemplar and guide in the affairs of other states. The Chamber of Commerce seems to be making the same mistake with respect to China in commercial matters that the British Government for so long made with respect to the same country in matters of international politics, and if they go on long enough they may receive a similar rude awakening. In matters of trade Hongkong should lead rather than follow China, and in the choice of a monetary standard should throw in its lot with the British Empire instead of hanging on to the tattered skirts of the celestials. Sooner or later, too, China will herself adopt a change of standard, and if Hongkong waits until then she may have to pay pretty dearly for the delay. It would pay us better to effect the conversion of the standard at the rate of 1s. 10d. than to wait until it has fallen to a shilling.

Nine-tenths of the foreign trade of China and of this colony is already virtually conducted on a gold basis, the prices in silver being fixed according to the rate of exchange, and from that point of view it would be more convenient to have the transactions stated in terms of gold to begin with. It is urged that the colony has greatly prospered under the silver standard, which is true, but it does not follow that its prosperity would not have been as great

or even greater under a gold standard. And some of our alleged prosperity is less substantial than might be desired. As children are fascinated by tinsel, so Hongkong investors are dazzled by the accumulation of dollars without thinking very much of what they are worth. Take as an example three of our most representative public concerns. The Hongkong and Shanghai Bank was established in 1865, when exchange was 4s. 6d. to the dollar, making the shares of \$125 each worth £28 2s. 6d., the number of shares being 40,000. In 1883 20,000 new shares were issued at £40 payable at the rate of exchange of the day — for even at that early period the Bank, supposed to be a silver institution, found it more convenient to state the value of its new shares in sterling. In 1890 there was another issue of 20,000 new shares, the rate on this occasion being £42 10s. Thus the average cost of the shares to the shareholders, taking the premium and rate of exchange into account, has been a fraction over £35. They are at the time of writing quoted at \$361½, which at the current rate of 1s. 10½d. comes to less than £34, so that the shareholders' property in that magnificent institution actually shows a depreciation instead of an improvement, and that notwithstanding the fact that a reserve has been accumulated equal to eight-tenths of the capital, the reserve having only been to a small extent paid for by the premium on the new issue of shares. Then we have the Hongkong and Whampoa Dock Co., established in 1866. In 1886 there was a new issue of shares at a premium and the average cost to the shareholders of the whole stock has been say £28. The sterling equivalent of the present dollar quotation is over £41, which shows a considerable enhancement in value, but nothing like that which the enormous additions that have been made to the Company's property out of earnings during the thirty-two years of its existence would seem to justify. Next we have the China Sugar Refining Co., formed in 1878, when exchange was just a trifle below 4s. New shares were issued at par in 1883, when exchange was 3s. 7½d., again in 1887, when exchange was 3s. 2½d., and again in 1894, when exchange was 2s., this time at a premium of 25 per cent. The average original cost of the shares in sterling has been a little over £16, and the sterling equivalent of the current quotation is a little under that amount, so that the investor's capital shows a slight depreciation, notwithstanding that large extensions and improvements have been paid for out of earnings and that the prospects of the Company are good. A currency that yields results like the foregoing does not appear to be worth making any great sacrifices to retain.

THE TRADE OF THE COLONY AND ITS VALUE.

When the question of collecting returns of the imports and exports of Hongkong was under consideration a suggestion was made by Governor DES VŒUX that the desired information might possibly be obtained from the Customs returns of the various countries and places with which the colony has trading connections. This has been done for us by the Board of Trade in so far as our connections with the British Empire are concerned, and the return is published in the *Board of Trade Journal* for April. In the introduction a reply given by Mr. RITCHIE in the

House of Commons on the 28th March last to a question of Sir HOWARD VINCENT is quoted, to the effect that "according to the returns of the Chinese Customs Department the imports into China from the United Kingdom and the rest of the British Empire amounted in 1896 to nearly 27½ millions sterling, of which more than half, or 15 millions, were from Hongkong." The reply went on to give information as to the Customs duties in China, French Indo-China, and Siberia. Sir HOWARD VINCENT's question apparently suggested the desirability of compiling more detailed information, and the result is now given in the *Journal*. One table gives the value of the imports of merchandise only into the various Chinese treaty ports from the United Kingdom and other parts of the British Empire and the total imports from all countries in the year 1896, and a second tabular statement shows "the relative importance of the trade of the United Kingdom and other parts of the British Empire with the British Possession of Hongkong," but in this case bullion and specie are included; it would have been more satisfactory if they had been shown separately, so that we might have had the exact value of the merchandise. The table is as follows:—

Into and from	Imports from Hongkong.		Exports to Hongkong.	
	1895.	1896.	1895.	1896.
United Kingdom	£ 1,221,737	£ 1,023,680	£ 3,358,213	£ 2,634,360
India	1,147,228	1,133,947	4,750,842	5,121,702
Straits Settlements	1,890,125	2,260,992	1,131,557	1,204,277
Ceylon	75,718	47,934	13,294	8,950
Mauritius	13,686	9,007	30,817	34,270
New South Wales	181,529	75,860	141,976	185,601
Victoria	115,155	114,711	52,774	52,303
Queensland	117,738	103,573	30,647	54,835
Cape of Good Hope	10,914	19,906	696	—
Dominion of Canada	769	1,211	3,029	3,137

From this it appears that the total imports into Hongkong from all parts of the Empire amounted in value in 1896, at the time of shipment, to £9,299,435. We should think the amount ought to be larger, the figures for Canada being obviously inaccurate, as they represent a smaller value than that imported on any one voyage by the "Empress" liners. However, taking the sum of £9,299,435 as approximately correct, some idea, though rather a vague one, of the value of the whole trade of the port may be derived from a comparison of these figures with those given in the Harbour Master's report, where the quantities are stated in tons, but no values are given. In 1896 the imports from all parts of the British Empire aggregated 504,672 tons, which quantity, according to the Board of Trade Returns, represented a value, including specie and bullion, of £9,299,435. In the same year the imports from foreign countries amounted to 2,788,931 tons. If the value of the cargo from foreign countries were as much per ton as that from the British Empire it would amount in the aggregate to over £50,000,000, giving a grand total, including British trade, of say £60,000,000. But the foreign trade, which includes that with countries close at hand, should probably be taken at a considerably lower valuation per ton than British trade, as it includes articles which could not pay for freight over long distances, such, for instance, as Japan coal. The calculation is also obscured by the inclusion of bullion and specie in the Board of Trade table. Making all allowances, however, the local estimate of £60,000,000 as the value of the annual trade of the port is obviously much nearer the mark than the absurd figures given in the last edition of

"The Statesman's Year Book," in which we are told that "The commercial intercourse of Hongkong—virtually a part of the commerce of China—is chiefly with Great Britain, India, Australia, the United States, and Germany, Great Britain absorbing about one-half of the total imports and exports. There being no custom house, there are no official returns of the value of the imports and exports of the colony from and to all countries, but only mercantile estimates, according to which the former average four, and the latter two millions sterling."

With reference to the statement that the trade of Hongkong is virtually a part of the commerce of China, it may be useful to point out that of the 3,293,503 tons of cargo discharged in Hongkong in 1896 less than one million tons were from China, while of the 2,647,476 tons shipped a little over a million and a half were destined for that country, thus leaving, in both cases, a considerable margin for trade with other places.

We would suggest to the Harbour Master that since Formosa has been added to Japan it is inadvisable to group "Coast of China and Formosa" together, and "Hainan and Gulf of Tonkin" is also an inadvisable grouping. We can understand that it may be easier to obtain the returns in that form, owing to the fact that the steamers engaged in the trade make the same combination, but the tables would be more useful if they distinguished between the ports according to their nationality.

SPAIN AND THE PHILIPPINES.

If the news given by Reuter is to be accepted as reliable it would seem that Spain intends to make a desperate effort to retain the colonies which seem so nearly slipping from her grasp. Not only will the utmost efforts be put forth to save Cuba, but the Spanish Government have determined to strain every nerve to drive the Americans from Manila, for which purpose it is stated they are sending out a squadron consisting of one battleship, seven cruisers, and three torpedo vessels, with 11,000 troops. It should be mentioned, however, that rumours have been current for the past ten or twelve days that a squadron was already on the way, but on investigation the rumours have proved unfounded, and the report in the telegram published to-day as to the intended despatch of a squadron may rest upon an equally unsubstantial foundation. Until authoritative news is received that the squadron is actually on its way some doubt must be entertained as to whether there is any real intention to despatch it. The withdrawal of such a number of vessels would weaken the Spanish forces in the Atlantic, and as the real trial of strength must take place there Spain's more probable policy would be to concentrate her forces there, and, should she ultimately prove successful in that quarter, send out an expedition for the reconquest of the Philippines afterwards.

An air of doubt is thrown on the telegram by the first item, namely, the statement that owing to the severe American censorship it is difficult to obtain reliable war news. There is no such thing as a press censorship in America; even at the time of the Civil War there was no attempt on either side to interfere with the freedom of the press. If the statement simply means that the Government declines to communicate to the newspapers information as to the intended movements of the army and navy, and the whole plan of campaign, it was not worth while to tele-

graph it, for reticence in such matters is not only prudent but essential. The further statement that the United States Volunteers and Militia are utterly unprepared for campaigning also reads strangely. The forces mentioned are, we understand, fully armed and equipped and as ready for campaigning as, for instance, our own Volunteer Corps, which, it may be hoped, would be found ready to take the field at short notice if called upon. The transport and commissariat department will no doubt require a good deal of organisation, but the Americans are not without experience in such matters and have proved in the past that they are well qualified to deal effectively with them.

It may be correct, notwithstanding the antecedent improbability, that Spain is sending out a squadron to the Philippines immediately. At present the position is this: that Admiral Dewey and his squadron hold the waters of Manila, while the Spaniards retain possession of the city, though they cannot say that the country is at their back, because it is in a state of rebellion, and the Filipinos make common cause with the invaders. However, at the moment Admiral Dewey is not in a position to land and attack the city. The Spanish Government have of course been aware of this fact, and assuming the news telegraphed by Reuter to be true, they are practically having a race with the American Government to send out a relief force. The Americans are preparing to despatch 15,000 men from San Francisco and the necessary transports have no doubt been secured. If the relieving squadron leaves Cadiz at the end of the month, our American cousins will have to hurry up and despatch the troops as soon as collected. Should their despatch be delayed it might become necessary for Admiral Dewey to raise the blockade and withdraw from Manila, for it is at least doubtful whether he could hold his own against so superior a force as that which the Spaniards are said to be sending out. No doubt the Spanish Admiral would hope to cut off the retreat of the enemy, but Admiral Dewey will not be caught napping, we may be sure, though he would lose some of the advantages of his brilliant victory of the 1st May if he had to retire owing to delay in the arrival of reinforcements.

In any case the active steps now being taken by Spain foreshadow a more prolonged struggle than was anticipated by those who considered merely the vast expenditure in men and money which the rebellions in Cuba and the Philippines have already entailed. The political situation in Spain was not sufficiently considered, the absolute necessity for the Government of Senor Sagasta to fight if the reigning monarch was to retain his throne. Don Carlos is only too ready to avail himself of any opening to appeal to the passions and patriotism of the nation, and to offer to lead its armies to victory. The conflict with the United States having therefore to be faced, the Spanish Government are clearly prepared to run any hazards, make any sacrifices. There can, however, be but one ending to the war, and the longer the struggle lasts the greater will be the ultimate loss to Spain.

II.

The rumour to which Reuter gives currency to the effect that Spain is negotiating for a sale of the Philippine Islands to France, though under the circumstances it reads rather comically, might be serious if correct. We are not inclined, however, to credit the report. There are good reasons for unbelief

in the matter. The struggle for the possession of the islands has now gone so far that the United States could not tolerate having the prize of war snatched from her hand in that manner. Admiral Dewey is practically master of the situation at Manila, and will in a few weeks have a force where-with to land and take possession, two transports having embarked a portion of the 15,000 troops which are to be sent to take and garrison the port. Nor would the sale of the Philippines to France be quietly acquiesced in by either Great Britain or Germany. The islands, if they became French, might perhaps to some extent profit by the change of owners, for they would be less priest-ridden, but it is doubtful whether the natives might not, in some respects, find the transfer only like the substitution of the rule of King Log for that of King Stork. The French rule is milder in some ways than that of the Spanish Government, but the fiscal policy of France has proved very burdensome and restrictive in all her Colonies, owing to the dogged determination shown to convert them into preserves for French trade. This policy has, in all cases, prevented the development of the resources of the various countries France has been so good as to take under her wing, and neither the persuasions of the French traders and colonists nor the teachings of experience have availed to drive the lesson home into the minds of French statesmen. It is for this reason that other nations look askance at French colonial expansion, and for this reason would it be that a very strong protest indeed would be offered promptly (in the event of any such proposal as that suggested by Reuter being made) by the British Government. It would certainly not suit Great Britain to see France installed in Philippine waters, and it is much to be feared that if any real attempt to transfer the islands be made serious complications will ensue.

LORD SALISBURY ON THE CHINA PROBLEM.

When Lord SALISBURY stated in the House of Lords that he did not believe in the collapse of a nation of 400,000,000 brave people he hardly faced the real issue arising out of the present position of affairs in China. It is not a question of the collapse of the nation; it is a question of the Power or Powers by which the nation is to be ruled. The Chinese have for centuries past been ruled by alien dynasties. The present dynasty is now tottering to its fall, and if it be preserved for some time longer it will not be by its own inherent strength, but by the buttressing it may receive from other nations, each fearful that its fall would result in complications disastrous to themselves or favourable to their rivals. Whatever political changes may take place the Chinese as a race will remain strong and vigorous, but as the throne has been possessed in succession by Tartars, Mongols, and Manchus, so would there be nothing inherently improbable in the substitution of another foreign dynasty, were it not for the jealousies of the Foreign Powers. As India has been brought under British rule so might China be brought under British, Russian, or Japanese rule. Any one of the Powers named, in the absence of interference from outside, could establish itself at Peking, and from there rule the country, though it might happen, as in the case of the Tartars, Mongols, and Manchus, that the conquered would in time absorb and assimilate their conquerors. And as the country might be annexed wholesale, so might it be annexed

piecemeal if the Powers could agree amongst themselves as to the division. Mr. BALFOUR in his recent speech in the House of Commons said that the pathology of empire might be studied in vain to find any example of so complete a paralysis as that from which China is suffering at the present time. The expression is an apt one, and continuing the simile we may say that, *pace* Lord SALISBURY, the paralysis will inevitably be followed by dissolution unless prompt and vigorous remedies be applied by the patient's friends. But it is necessary to distinguish between the government and the nation: it is the government that is afflicted with paralysis, and its death would leave little permanent effect upon the nation provided another ruling power with the grasp of empire were ready to step into the place of the present expiring dynasty. The reason of the weakness which so greatly excited Mr. BALFOUR's astonishment, and which Lord SALISBURY discredits, is to be found in the absence of community of interest and sympathy between the dynasty and the nation and the lack of anything like fervour of patriotism in the latter. If China were to-morrow divided between two or more foreign Powers, the Chinese, notwithstanding their homogeneity of race, would care little for the political division, nor would they be prepared to make sacrifices to again secure unity. Such being the conditions, if Great Britain is to undertake the task of bolstering up the Empire as it exists—a government without honesty and a nation without patriotism—it has what may be emphatically termed “a very tall order” to fulfill.

TELEGRAPH CABLES IN WAR.

An article appears in Monday night's issue of the *Hongkong Telegraph* which, as Trilby said of Taffy's picture, is “wrong altogether.” The writer, taking as his text, the continued interruption of telegraphic communication with Manila, contends that the Eastern Extension Telegraph Company is by its very nature international, and that “in case of a war in which Great Britain was at all concerned, the British authorities would be barred from telegraphing, say, from Hongkong to Labuan or from Hongkong to Singapore via Labuan.” The Company referred to is not an international Company but a British Company, and the preamble to the agreement under which the cable from Hongkong to Singapore via Labuan was laid recites that “it is expedient that existing telegraphic communication with Hongkong should be strengthened by the laying of a second submarine telegraph cable between Singapore and Hongkong without touching at any point not in British territory,” which sufficiently indicates the political character of the line. It was, in fact, principally for political reasons that the line was laid. Where any of the Company's cables touch foreign territory they naturally come under foreign control, as, for instance, at Saigon and Manila, but such control at particular points has no bearing whatever upon cables laid directly from one British port to another British port. The cable from Hongkong to Singapore via Labuan is under exclusively British control and in the event of war the Company could have no desire to prevent its use by Great Britain, nor, even if it had such an extraordinary desire, would it be able to oppose such use. In the case of the Manila cable the Company's contract was with Spain, and it is naturally bound not to restore communication under

existing circumstances for the benefit of an enemy of Spain, Great Britain being neutral in the conflict and the Company being a British concern.

SUPREME COURT.

19th May.
IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE.)

HARDOON V. BELILIOS.—JUDGMENT.

Mr. J. J. Francis, Q.C. (instructed by Mr. Brutton, of Messrs. Mounsey and Brutton) appeared for the plaintiff, and Mr. E. Robinson (instructed by Messrs. Deacon and Hastings) for the defendant.

The Chief Justice delivered judgment in this case, in which Elias Aaron Hardoon was plaintiff and Emanuel Raphael Belilios defendant, as follows:—

In his Petition the plaintiff alleges that in the month of April, 1891, he became the registered owner of 50 shares (new issue) in the Bank of China, Japan, and the Straits, Limited, numbered from 157,427 to 157,476, both numbers inclusive; that he sold the shares and executed a blank transfer for them; that the Bank subsequently went into liquidation; that he, as the registered owner of the shares, was placed on the list of contributories of the company; that the liquidator has recovered judgment against him for £402.12.11 for calls due on the shares and for interest and costs; and that the defendant is the true owner of the shares and is liable, by agreement or otherwise, to indemnify the plaintiff in respect of all calls on the shares. The plaintiff therefore claims that the defendant may be declared liable to indemnify the plaintiff accordingly, and that he may be ordered to pay to the liquidator the above-mentioned sum of £402.12.11, with interest and costs.

The Answer of the defendant admits for the most part the allegations of the Petition, but says that the defendant is not the true owner of the shares but is merely the holder of them as pledgee; that in the month of July, 1891, they were deposited with the defendant by George Lionel Coxon as security in respect of certain liabilities which the defendant had incurred in respect of the said George Lionel Coxon and others; that the defendant never had any beneficial interest in the shares but holds them only as pledgee in respect of the moneys due to him by those gentlemen; and that he is bound to return the shares to those gentlemen on payment of the moneys due by them.

The hearing of the case began on the 13th April, 1898, and occupied eight days. At the close of the plaintiff's case Mr. Robinson, on behalf of the defendant, applied for a nonsuit on two grounds, one of fact and the other of law. He submitted, first, that the plaintiff had failed, on the evidence before the Court, to establish his contention that the defendant was the true owner of the shares in question, and, secondly, that, even assuming he had succeeded in that contention, there was no privity of contract between him and the defendant in respect of the shares and consequently no liability on the part of the defendant to indemnify him against any calls made upon them. These points were fully and elaborately argued by Mr. Robinson for the defendant and by Mr. Francis for the plaintiff, and I will now consider them in their order.

First, with regard to the facts, the evidence, which was voluminous, consisted in great part of entries in the books of Belilios & Co., the firm of which the defendant is now the sole partner, and of the explanations of those entries given by M. H. Michael, who, during the period covered by the transactions in question, was the bookkeeper of that firm. From the evidence it appeared that the plaintiff was never more than the nominal holder of the shares, which were taken in his name by his then employers, Messrs. Benjamin and Kelly, sharebrokers. This was in April, 1891. The shares were for £10 each. Messrs. Benjamin and Kelly obtained the provisional certificate for the shares, and also an instrument of transfer in blank signed by the plaintiff. They also paid the allotment money

and the first two calls on the shares. There is no direct evidence on the point, but it seems reasonable to infer from the facts before the Court that the provisional certificate soon afterwards came into the hands of G. L. Coxon, with the blank transfer attached. At that time—June, 1891—this gentleman was one of a syndicate of seven which had been formed for the purpose of dealing in shares of the Hongkong and Shanghai Banking Corporation. He seems to have been the moving spirit of the syndicate. The other members of it were H. W. Dick, G. Stewart, F. H. Sawyer, E. J. Coxon, E. H. Melbye, and the defendant. The interests of the several members in the venture varied in amount. Belilios & Co. agreed to finance the venture, and for this purpose they obtained, on the 23rd June, 1891, from the local branch of the Bank of China, Japan, and the Straits, Limited, a letter of credit on the London Office for £100,000 and on the next day a similar letter of credit for £10,000. With the proceeds of drafts drawn at six months under these letters of credit the shares of the Hongkong and Shanghai Banking Corporation in which the syndicate were to operate were purchased, and it was arranged that they should be deposited with the Bank of China, Japan, and the Straits, Limited, as security for the drafts. The syndicate also undertook to pay to Belilios & Co. the sum of \$25.00 in respect of each of the shares as a margin for their protection. This sum was not paid in cash, but 50 shares in H. G. Brown & Co., 32 shares in the Hongkong Ice Company, Limited, and 10 founders' shares and 1,600 ordinary shares in the Bank of China, Japan, and the Straits, Limited—in which latter were included the 50 shares now in question—were provided in lieu of it. Accounts relating to these transactions were opened under several heads in the books of Belilios & Co., and amongst others the shares just mentioned were dealt with in an account headed “Syndicate's Margin Account.” All these shares were, on the 9th, 13th, and 17th July, 1891, deposited by G. L. Coxon with the Bank of China, Japan, and the Straits, Limited, as further collateral security for the drafts under the letters of credit.

For the present purpose it does not seem necessary to refer in detail to the financial results of the operation or to an intermediate dealing with the shares held on the “Margin Account.”

On the 9th March, 1892, Belilios & Co., as “holders of the 50 shares” now in question, applied to the plaintiff, as the registered owner of them, for payment of a dividend then accrued on the shares. This payment was duly made to them, and the amount was carried to the credit of the syndicate in the “Margin Account.” This action on the part of the defendant's firm does not appear to have any bearing on the case, because, at the time when it was taken, the firm were admittedly no more than pledgees of the shares and in that capacity would be entitled to get in, if they could, any dividends receivable on them.

The third call on the shares was paid by G. L. Coxon on the 19th October, 1891.

The action next taken by the firm was of much importance. In consequence of the fall in exchange and in the value of shares in the Hongkong and Shanghai Banking Corporation, the operations of the syndicate resulted in a considerable loss. Belilios & Co. seem to have been unwilling to continue the financing of the concern, and accordingly they closed the several accounts of the syndicate in their books under date the 31st October, 1892, but as of the 9th September, 1892. The liability of two of the members, Messrs. Stewart and Sawyer, was liquidated and individual accounts were opened in the names of the remaining members. It is not material to consider what was done with regard to the shares of the Hongkong and Shanghai Banking Corporation which belonged to the syndicate. But with regard to the shares held on the “Margin Account”—which returned into the possession of Belilios & Co. in October, 1892—I find the effect of the closing entries in the several accounts to be that those shares were “taken over from the syndicate” by Belilios & Co. at their market value at the date of the closing of the accounts, and the proceeds were credited to the remaining members.

of the syndicate in proportion to their several interests in the concern. Since that date, so far as the evidence goes at present, the shares specified in the "Margin Account" have remained in the possession of the defendant's firm, being dealt with in their books in the same way as shares owned by them, and the members of the syndicate have had nothing to do with them. In particular, with regard to G. L. Coxon's individual account, it appears that it was closed as on the 30th June, 1893, and on the 7th July, 1893, he made a promissory note in favour of the defendant for the amount of his indebtedness as shown by the account, namely, \$37,936.87. On the 7th February, 1894, this amount was transferred to the "Sundry Debtors' Account," where it has since remained.

On a careful consideration of these facts and circumstances—as they are presented before me on behalf of the plaintiff alone—I come to the conclusion that the defendant's firm—that is, the defendant, for no attempt has been made to distinguish between the two—by their manner of dealing with the 50 shares in question in this case altered the character of their holding from that of pledgees to that of beneficial owners, and that this alteration was effected with the assent, express or implied, of the pledgors of the shares. I am therefore of opinion that the plaintiff has sufficiently sustained the burden of proof which lay upon him with regard to the interest in point of fact of the defendant in the shares, and that the nonsuit asked for on this ground must be refused.

But before passing to the consideration of the validity in point of law of the plaintiff's case, these are two questions of fact which must be inquired into, because they may have a bearing on the position of the parties in point of law. These questions arise out of the payments of calls on the shares which are alleged to have been made by the defendant.

These payments were made on two occasions. In the month of January, 1894, the Bank of China, Japan, and the Straits, Limited, made a call payable in four instalments of five shillings each on their new issue of shares. The plaintiff thereupon wrote the following letter to E. J. Moses, a clerk in the employment of the defendant's firm:—

Hongkong, 6th January, 1894.

My dear Moses,—I send for your perusal the enclosed letter received yesterday from the Bank of China, Japan, and the Straits, Limited. The shares therein referred to are traced to Messrs. Belilios & Co. who as holders of their applied for last dividend and cashed D/W for same in March, 1892.

There is reason to suppose that these shares are still in possession of your firm, who I trust will pay the call now overdue. Please show this letter and enclosure to Mr. Belilios.

Yours faithfully,

E. A. HARDOON.

E. J. Moses, Esq.

On the same day Mr. Moses sent the following answer:—

Hongkong, 6th January, 1894.

My dear Hardoon,—It is no trouble. I shall submit your letter to Mr. Belilios as desired.

I don't think there is any need to write officially.

Yours,

E. J. MOSES.

The plaintiff says that two days after he received this letter Mr. Moses came to see him and said that he came from the defendant, and that the defendant said he did not believe the Bank would press for payment, but if they did he (the defendant) would come to his (the plaintiff's) rescue.

There would seem to have been some delay in attending to the matter, and the plaintiff thereafter wrote to Belilios & Co. as follows:—

Hongkong, 9th April, 1894.

Messrs. Belilios & Co.,

Present

Dear Sirs,—The solicitors for the Bank of China, J., and the Straits have to-day issued against me a writ of summons for the claim of \$391.87 in respect of calls due on 50 shares in that concern standing in my name in their books but owned and held by you. I enclose the document herein and will be glad to know your pleasure in the matter.

The hearing of the case is fixed for the 13th instant.—Yours faithfully,

E. A. HARDOON.

On the same day Mr. Moses replied in the following terms:—

Hongkong, 9th April, 1894.

My dear Hardoon,—With regard to the summons you received in the matter of the Bank of China's claim against you for calls due on the shares standing in your name, I have Mr. Belilios' authority to ask you to offer the Bank payment of their claim in sterling at the current rate of the day. From a hasty inspection of the accounts given in the writ, I think the exchange at which they computed your liability is 2s. You can fairly insist on paying them at the rate now ruling, which is I believe a halfpenny better, since according to the notices published by them in the local papers, shareholders have the option of paying their calls by Demand Draft on London.

If you will kindly see to this, and let me know what sum you have to pay, I will arrange the rest.—Yours sincerely,

E. J. MOSES.

I return the writ herewith; excuse haste. It may be noticed in passing that Mr. Moses takes no notice of the statement contained in the plaintiff's letter that the shares were "owned and held" by Belilios & Co.

To this letter the plaintiff made the following reply:—

Hongkong, 10th April, 1894.

My dear Moses,—Many thanks for your note of yesterday. Kindly let a party from your office attend to the payment of calls on the 50 Bk. of China shares.

I also particularly request that these shares be transferred out of my name as now there is no reason for remaining longer in my undesirable position.—Yours faithfully,

E. A. HARDOON.

On the same day, also Mr. Moses wrote the following letter to the plaintiff:—

To E. A. Hardoon Esq.

Hongkong, 10th April, 1894.

My dear Hardoon,—Mr. Belilios has read your note just to hand and says he cannot do anything more for you than what I stated in my letter of yesterday. He cannot send anybody from our office to pay the calls, nor undertake to get the shares transferred out of your name. The shares are not his, as he can easily prove; and if you had insisted on the transfer in the proper time, he would not have had to offer any payment. The fault is yours in not demanding that the shares be duly transferred out of your name before paying any dividends.—Your faithfully,

E. J. MOSES.

This letter closed the correspondence on that occasion. The money was paid by Belilios & Co. to the plaintiff and by the latter to the Bank's solicitors, and was debited to the plaintiff in an account in his name which was opened in the books of the defendant's firm in the month of April, 1894, with reference to these shares.

Now what is the effect of this correspondence? It does not, to my mind, convey the impression either that the plaintiff demanded the payment of the amount of the calls as a matter of right or that the defendant made that payment as a matter of obligation. It seems to me that the defendant probably knew that the plaintiff had no interest in the shares, and thought at that time that it was proper for him—as the owner (as I have already found) of the shares—to go to the plaintiff's assistance. But as the correspondence progresses, he apparently becomes more and more afraid of compromising himself. He will not send anybody from his office to the Bank to pay the calls. He vows that the shares are not his. And finally he meets the plaintiff's request that the shares should be transferred out of his (the plaintiff's) name with an explicit refusal. At the same time he bluntly informs the plaintiff that the "undesirable position" in which he found himself was due to his own fault. These statements the plaintiff receives without protest of any kind, and he allows his request for a transfer of the shares out of his name to slumber.

There was the fourth instalment of the call still to be paid, and on the 15th June, 1894, the plaintiff wrote to Belilios & Co. saying that he "passed on to them, being the owners of the shares," the notice sent to him by the Bank Manager, and that he "had to call upon them to pay the amount due." No answer was sent to this letter, but the call was paid by Belilios

& Co. to the plaintiff and debited in their book as before.

On the 28th June, 1894, Messrs. Johnson, Stokes, and Master wrote on behalf of the plaintiff to Belilios & Co. requesting them to have the transfer from him of the shares which they held registered, "so as to have the shares taken out of his name." On the following day Belilios & Co. wrote in answer declining to do this, on the ground that the shares were lodged with them by the Messrs. Coxon and those gentlemen were absent from the Colony. This request for a transfer of the shares was not followed up by the plaintiff.

It is unnecessary to refer to the correspondence—beginning in July, 1895—between the parties with regard to the claim for contribution in the winding up of the Bank—which commenced in December, 1894—because it is clear that the defendant from the first denied his liability to make good any payments in such winding up.

I pass now to the consideration of the objection taken in point of law to the maintenance of the plaintiff's case. This case is vested upon two grounds. It is said in the first place that the plaintiff is a bare holder of the shares and is a trustee with regard to them for the beneficial owner of them for the time being, and that such beneficial owner is in the position of his cestui que trust and is liable to indemnify him for any payments which he may be called upon to make in respect of the shares while he remains their registered owner. And next it is said that, if this principle of liability to indemnify is not admitted, yet in this particular case the defendant has so dealt with the plaintiff with respect to the shares as to preclude himself from saying that he is not bound to indemnify the plaintiff in respect of calls upon them.

To take first the earlier and larger of these two propositions, it is to be observed that the plaintiff and the defendant do not stand to one another in the relationship of immediate vendor and purchaser. So far as one can form an opinion from the evidence, the purchaser of the shares from the plaintiff was G. L. Coxon. If this be so, the liability of Coxon to the plaintiff is clearly defined by the case of Hill v. Gomes, decided by the Full Court on the 28th May, 1895. In that case Gomes purchased certain shares in a company from Hill, and received from him the share certificate and an instrument of transfer in blank duly executed by Hill. Gomes subsequently transferred the shares to another person, but Hill's name was allowed to remain on the register as the holder of the shares. On the company going into liquidation Hill was required to pay further calls upon the shares, and he sued Gomes to recover the amount which he had been compelled to pay. On these facts it was held by the Court that Gomes had purchased the shares from Hill subject to all the conditions on which Hill held them, one of which was the payment of future calls, and that he was therefore liable to indemnify Hill against all such calls so long as Hill remained the registered holder of the shares, even although those calls were made after he himself had parted with the shares. There are some observations made by the learned Acting Chief Justice in the course of his judgment which favour the view that Hill would not have had any such right of recourse against the purchaser from Gomes or any subsequent purchaser. It is true that by the custom of the London Stock Exchange the original vendor and the ultimate purchaser of shares are brought into contractual relations with one another, but we are not now concerned with the incidents of that custom. Unfortunately, however, nearly all the cases on this head which are reported in the books have reference to this custom. In Hodgkinson v. Kelly, L.R. 6 Eq. 502, Lord Romilly, M.R., says:—"The Stock Exchange, with its ramifications, is the only body through which stocks, shares, and the like can be bought or sold by the public. No doubt A may enter into a contract with B to sell shares to him without the intervention of the Stock Exchange, but such transactions are of very rare occurrence, nor do I remember to have met with one which has been made the subject of any decision in any Court of Law or of Equity." It is admitted that there is no express decision, one way or the other, on the question whether, irrespective of that cus-

tom, there is any liability on the part of an ultimate purchaser to indemnify the original vendor. It is therefore necessary to decide the question on principle and with the aid of such more or less relevant observations of the judges as can be collected from cases dealing with the transfer of shares and the rights and liabilities arising thereunder.

In deciding the case of *Hill v. Gomes* the Court relied to a considerable extent upon *Kellock v. Enthoven*, L.R. 8 Q.B. 458. In that case it was held that the transferee of shares was liable to indemnify his transferor against calls made after he himself had transferred his interest to a third person. In his judgment Blackburn, J., at p. 464—explained the rules which govern the liability of a transferee of shares towards his transferor as follows:—"I think it is clear upon the authority of *Walker v. Bartlett*, 18 C.B. 845, and also upon general principles, that when there was the contract to purchase the shares from the vendor, there was also an implied contract that the vendee would hold the vendor harmless from all the burdens of the property which he had taken from the vendor. The transferee, who is the purchaser of the property, was to get all the benefits as long as the possession of the property was beneficial; and I think the law implies from that, that the purchaser contracts to indemnify the transferor against all the burdens of the property which he, the transferee, has taken. That being so, I do not think that that liability is got rid of by the purchaser passing over the property to another, who would enter into a similar contract of indemnity as between him and his immediate vendor. I do not see how that relieves the defendant from the contract to indemnify the plaintiff."

It appears to me that the inference to be drawn from this language is that a contract of indemnity is implied in each case of a transfer of shares as between the transferor and his immediate transferee, but does not arise as between a transferor and subsequent transferees; or, to put it in another way, that there is not, in the case of repeated transfers of shares, any continuous chain of liability extending from the first to the last of the transfers.

This case of *Kellock v. Enthoven* was taken on appeal to the Exchequer Chamber and, in delivering the judgment of the Court, Lord Coleridge, C.J., used language which clearly points in the same direction.

The defendant's counsel relied a good deal upon the case of *Sayles v. Blane*, 14 Q.B. 205. There it was held that until the deed of transfer upon the sale of railway shares has been registered by the transferee, whose duty it is to procure such deed to be registered, the transferor continuing the registered owner, is liable for all subsequent calls, and cannot, after he has been compelled to pay the amount of such calls, recover the same from the transferee, upon the common count for money paid to his use. But, as Mr. Francis pointed out, the decision in that case turns upon the nature of the count for money paid. It may also be pointed out that, although there had been intermediate dealings in the shares, yet these dealings had been disregarded in the matter of the transfer, and the plaintiff had transferred direct to the defendant.

Grissell v. Bristowe, L.R. 4 C.P. 36—a case in the Exchequer Chamber, on appeal from the Court of Common Pleas—recognized the validity of the usage of the London Stock Exchange by which, in transactions between members of that body, there is an implied understanding that, on the purchase of stock or shares, the buying jobber shall be at liberty by a given day, called the "name day," to substitute another person as buyer and so relieve himself from further liability on the contract, provided such substituted person be one to whom the original seller cannot reasonably except, and that such person accept a transfer of the stock or shares, and pay to the original seller the price. In delivering the judgment of the Court, Cockburn, C.J., said that the Court had in the case "an admitted departure from the ordinary incidents of a contract of sale such as would have attached on a contract for the sale of shares if effected outside the walls of the Stock Exchange."

The case of *Castellan v. Hobson*, L.R. 10

Eq., 47, was cited as an authority in support of the plaintiff's contention. In that case the plaintiff *Castellan*, through his broker, sold shares to a jobber, from whom the defendant *Hobson* had agreed to purchase the same number of shares, giving the name of *Banks*, one of his workmen, as the person to whom the shares were to be transferred. *Castellan* executed the transfer to *Banks* and afterwards received the purchase money; but from the winding up of the company the transfer was not registered, and the shares still remained in the name of *Castellan*. It was held by *James, V.C.*, that *Hobson*, as the real purchaser and equitable owner, was bound to indemnify *Castellan* against all calls in respect of the shares. In giving judgment the Vice-Chancellor certainly used expressions which make in favour of the argument put forward by Mr. Francis on behalf of the plaintiff to the effect that the plaintiff is trustee for the defendant, who, as the beneficial owner of the shares and his *cestui que trust*, is bound to indemnify him against calls on the shares, and that intermediate equitable owners of the shares can be disregarded. But I think, on consideration, that these expressions have reference to the special circumstances of that case, and the fact remains that *Banks*, the nominal purchaser, was treated as a mere name, and *Hobson* was held to be the real purchaser from *Castellan*. On that finding *Hobson's* liability to indemnify his vendor was clear, and the case therefore falls within the principle of *Walker v. Bartlett* *supra* and *Kellock v. Enthoven* *supra*. The Vice-Chancellor founded his judgment upon the law of trusts as being applicable to the position of the parties, but the case is not treated in the text books as having made any change in the law relating to transfers of shares, and indeed it is not mentioned in *Lewin on Trusts* (eighth edition.)

Reference may be made to *Loring v. Davis* 32 C.D. 625. That was a case in which the subject of the transfer of shares was discussed, chiefly in connexion with *Leeman's Act*, 30 Vict. C. 29. In the course of his judgment *Chitty, J.*, said:—"Quite apart from *Leeman's Act*, there is no pretence for saying there was any contract between the plaintiff and the defendant *Davis*. A contract by A to sell to B, and a contract by B to sell the same thing to C, creates no liability as between A and C; that is plain enough."

It is to be observed that if it were held in the present case that the plaintiff is a trustee for the defendant and is liable to be indemnified by him for all payments made in respect of the shares, it would follow that he has a right of recourse against two several persons. For on this ruling he could call on the defendant to indemnify him, as being his *cestui que trust* in respect of the shares, while at the same time it can hardly be disputed that on the authority of *Kellock v. Enthoven* *supra* and *Hill v. Gomes* *supra*, he would be entitled to claim an indemnity from *G. L. Coxon* as being the immediate purchaser of the shares from him. It is better, I think, to stand by the rule which requires that, in cases of this kind, the existence of privity of contract between the parties is essential to the establishment of a contract of indemnity between them. And under the operation of this rule the plaintiff is entitled to his remedy against *Coxon*.

On the whole I am of opinion that, having regard to the principles applied in the decision of the cases to which I have referred and of others which I have examined, the plaintiff has failed in establishing his right to the relief which he asks for against the defendant.

It remains to consider whether this view is altered by the special circumstances of this case, that is, by the dealings of the defendant with the plaintiff with regard to the shares. As I have already said, the asking for and receipt of the dividends do not appear to affect the position of the defendant in relation to the plaintiff. Then is the case otherwise with regard to the payment of the calls by the defendant in April and June, 1894? I do not think it is. The evidence only goes to show that the defendant, whether from friendliness or compassion or some other motive, came to the "rescue" of the plaintiff and paid certain calls on the shares which the plaintiff was liable to pay. In making these payments the de-

fendant did not accompany them with any admission of liability; on the contrary he ostentatiously refused to do certain things which might have been construed into such an admission. And when the plaintiff invited him, first in gentle and then in more decided tones, to have the shares transferred to himself, he curtly refused to do so. It was not attempted to show by evidence that the plaintiff's position was altered for the worse or prejudiced in any way by the defendant's action in this matter, and I am of opinion that no case of estoppel by conduct is established against the defendant.

The result of these views is that the defendant fails in his application for a nonsuit on the ground of fact, but succeeds in it on the ground of law. There will therefore be a judgment of nonsuit. The defendant will have his general costs of suit, but the plaintiff will be entitled to set off against these costs the costs of two days' hearing during which the questions of fact were debated.

25th May.

IN SUMMARY JURISDICTION,

BEFORE MR. JUSTICE WISE (PUISNE JUDGE.)

SMITH V. THOMAS.—AN IMPORTANT POINT FOR BOARDERS.

In this case *A. Findlay Smith*, proprietor of the Peak Hotel, sued *J. P. Thomas, R.N.*, chief engineer, H. M. Naval Yard, for \$12.75, damage to a window.

Mr. Francis, Q.C., (instructed by *Mr. Gedge*) appeared for plaintiff. Defendant conducted his own case.

Mr. Francis said defendant had been residing as a lodger for the last 18 months in the Peak Hotel, together with his wife, daughter, and servant. The suit was originally commenced for the sum of \$176.85, but the money had been paid into court with the exception of \$12.75 for a broken pane of glass, for which defendant contended he was not liable. Defendant occupied a couple of rooms in the north-west corner of the building, and attached to the rooms was a bath-room the windows of which opened outwards. Plaintiff's case was that the windows were in perfectly good condition, properly secured and fastened, that the arrangements for keeping each shutter open were perfectly sound, and that on April 8th, when a strong wind was blowing, defendant so carelessly opened a window, or fastened it back so carelessly after he had opened it, that it broke away from its fastening and shut with such force that the glass was broken. The glass was rather heavy plate glass and the actual cost of repairing was \$13, but the amount appeared on the bill as \$12.75, for which amount they were suing. *Mr. Francis* proceeded to quote cases to show the liability of defendant. He added that when the window had been broken defendant reported the fact to the manager of the hotel, and at the end of the month when his bill was sent in he refused to pay the \$12.75 charged for the broken window. Counsel read some correspondence which had taken place between the parties. In one of his letters defendant said the window was broken by the force of the wind assisted by a defective fastening, and therefore he contended that he was not liable for its replacement.

A room boy at the Peak Hotel deposed that on the afternoon of the 8th of April defendant told him to send for a coolie as a pane of glass was broken. On going into the bath room he saw that a pane of glass was broken. On the morning of the same day he saw that the window was shut.

A coolie employed at the Peak Hotel gave evidence as to sweeping away the broken glass in the bath-room.

The carpenter was also called, but he said nothing material.

Albert Denison gave evidence as to the window fastenings, which he examined on May 9th.

G. J. Casanova, manager of the Peak Hotel, said that between April 6th and April 10th defendant told him the window banged against the wall and broke.

Mr. Francis, at this point, said he was in-

structed differently and he thought he had better withdraw the case.

Judgment was given for defendant.

SPANISH-AMERICAN WAR.

THE AMERICAN REINFORCEMENTS FOR THE PHILIPPINES.

23rd May.

Latest advices lead us to conclude that the American reinforcements for the Philippines will be nearer 20,000 than 15,000. In addition to the *City of Peking*, the *City of Sydney* and the *Australia*, two big American steamers on the Australian line, are being utilised for the transport of the troops, and the cruiser *Charleston* will act as convoy.

The American battle ship the *Oregon* is also on her way to Manila. She is one of the finest armoured vessels in the U.S. Navy, being a similar ship to the *Indiana* and the *Massachusetts*. She is a comparatively new vessel, having only been launched in 1893. She cost £597,000. The following additional particulars with regard to her will interest our readers:—Displacement, 10,288 tons; length 348 feet; beam 69 ft. 3 in.; mean draft of water 24 ft.; propellers 2; indicated horse power 9,000; armour, belt 18 inches, c.t. 10 inches, turret or battery 17 inches, 8 to 6 small T.; guns, four 13-inches, eight 8-inches, four 6-inch, twenty six-pounder Q. F., six 1-pdr. do., four m.; speed from 16 to 17.5 knots an hour.

The report that 15,000 additional Spanish troops were being sent out to the Philippines is discounted at Washington, investigations having led to no confirmation of the report.

AN AMERICAN MINER FROM CEBU IN HONGKONG.

Among the passengers who arrived in Hongkong yesterday by the French mail steamer *Sydney* was Mr. F. L. Doerr, whom the war has forced to leave the Philippines. Having been in the archipelago close on eight years, during which time he did a considerable amount of prospecting, Mr. Doerr is well acquainted with a good deal of the country, and in addition has a thorough knowledge of the two native dialects. The *Hugh McCulloch* is expected to arrive in Hongkong to-day or to-morrow, and it is probable that Mr. Doerr will accompany her back to Manila with the view to his acting as guide and interpreter to the American forces, a position in which he would be able to render valuable service to his country.

For some two or three years Mr. Doerr acted as manager of a coal mine some distance from Cebu. He has some property in the latter place, but he has had to clear out and leave his property to look after itself. The mine of which Mr. Doerr was manager turned out close on 100 tons of coal a day, and knowing that he was an American the authorities began to fear that he would make use of his position to advantage his countrymen in the way of supplying the American fleet with coal. The Spanish commandant in charge of the district in consequence ordered him to stop work, subsequently telling him he had better clear out of the country, as he would not hold himself responsible for his safety. He left Cebu in the *Gulf of Martaban*, which arrived at Singapore on May 14th, transferring to the *Sydney* for Hongkong.

The inhabitants of Cebu, says Mr. Doerr, are feeling the stoppage of the food supply. Before he left flour was \$10 a sack whilst potatoes could not be bought at any price.

His account of the treatment of the inhabitants of Cebu by the Spaniards is anything but creditable to the latter. He contends that it is entirely the fault of the Spaniards that the Cebuanos revolted. During the recent insurrection quite a number of the Cebuanos went to the assistance of the Spaniards, who promised that if they would take up arms against the insurrectionists they should be paid regularly, their families should be looked after in their absence, and that they should be exempt from tribute. After being absent about seven months, during which time they received no pay, they returned to their homes to find their families starving, and they were called upon for tribute as heretofore. Hence the rebellion.

The bombardment of Cebu by the Spaniards seems to have been most uncalled for. Before the bombardment a notice was issued to foreigners telling them to seek a place of safety.

The British Consul protested against any bombardment, inasmuch as there was not a single rebel in the place. His words, however, had no effect, and in consequence thousands of pounds' worth of property was wantonly destroyed.

With regard to the defences at Cebu and Iloilo Mr. Doerr says many of the guns are of a most antiquated design, some of them being over a hundred years old. Only about one-half of the Spanish troops in the Philippines are at Manila, the rest being distributed among Iloilo, Cebu, and other places.

The *Singapore Free Press* of May 14th says:—"The *Gulf of Martaban* left Manila on the 24th ult., the day before the battle of Manila Bay, and at that time the American squadron was fully expected and preparations were being made to meet them, the Spanish vessels having all been painted lead colour and firing practice being undertaken from the Ports at Cavite. On arrival at Cebu they heard of the defeat of the Spanish squadron, but in Cebu itself everything was kept up till the time they left on the 8th inst. At Cebu the greater part of the town was in ruins as the result of the recent bombardment, when several thousand natives and Chinese were killed. The business part of the town was shelled by two of the Spanish men-of-war, including the *Don Juan de Austria*, and great havoc was wrought, the only portions left standing being the foreign consulates, and the foreign godowns, including Smith, Bell, and Co's and McLeod's. After the bombardment the place was pillaged by the Spanish soldiery, as well as by the rebels, the natives being literally massacred. During the stay of the *Gulf of Martaban* at Cebu, peace having been restored, it was a common, almost a daily sight, to see gangs of rebels, real or supposed, being led into the fort and then after a summary trial being led out again to be shot. Those on board the *Gulf of Martaban* expected to hear that Manila had been bombarded, but on learning that the Americans were awaiting reinforcements one of the officers remarked that the Spaniards would not only have to deal with the Americans, but also with the rebels, who were mustered in great strength just outside Manila, their numbers being estimated in some quarters at 25,000 strong.

AN ABSURD RUMOUR.

An absurd rumour was current in the city on Saturday to the effect that Admiral Dewey had been a assassin. The flag at the American Consulate was hoisted, half-mast in consequence of the death of Mr. Gladstone, and this may have given rise to the rumour.

ENTHUSIASTIC RECEPTION OF AGUINALDO.

THE CAPTAIN OF THE "CALLAO" TO BE SHOT.

THE SPANISH ADMIRAL CHARGED WITH COWARDICE.

THE PRICE OF FOOD IN MANILA.

26th May.

The Japanese cruiser *Akitsuishima* arrived in Victoria Harbour on Tuesday morning with the mails from Manila.

General Aguinaldo, who left Hongkong in the *MacCulloch* last week, was most cordially received by Admiral Dewey, who was most favourably impressed with him and believes he will be able to do some good work. The natives displayed great enthusiasm on his arrival. Consul Williams was delegated to take charge of him and receive his report in regard to the organisation and the line of forces. The Admiral turned over to him a couple of mounted field pieces and 500 rifles with 200,000 rounds of ammunition.

The Americans have now got well settled down at Cavite. They appear to have made a most favourable impression on the residents, for the Cortes and other principal families who own large houses have placed them freely at the disposal of the fleet. The Admiral has granted the request of a number of British and German merchants to be allowed to remove from Manila to Cavite, and has instructed Consul Williams to see that some of the best houses in the city are placed at their disposal. Every effort is being made to improve the sanitation of the place.

The Spaniards have placed another barricade of sunken schooners and steamers across the River Pasig. It is about 500 yards further up than the first one.

Provisions are reported to be very scarce at Manila, beef and horse flesh selling at a dollar and a half per pound and potatoes at 30 cents per pound.

Fires, the work of incendiaries, are occurring daily in Manila.

The Spanish authorities at Manila are likely to have some trouble with the volunteers there. On the latter demanding their pay they were refused, and in consequence they threatened to take possession of the stores.

Great indignation is felt by the Americans in consequence of the treatment to which the captain of the *Callao* is being subjected. Our readers will remember that as he had been cruising about the southern islands for some 16 months he was not aware that war had been declared when he sailed into Manila Bay the other week until he was fired upon by the American fleet. Had he returned the fire of course he and his crew and his vessel would have been blown to pieces in no time, so he surrendered his vessel and he and his men were allowed to land on parole. The Spanish authorities, however, consider that whatever the consequences he should have returned the American fire, and they have gone so far as to sentence him to be shot for not doing so. The Spanish Admiral is also to be court martialled, being charged with cowardice on the occasion of the engagement in Cavite harbour, when he kept skipping about from vessel to vessel. He did not let even his own fleet know where his own mines were, and they had to be exploded in order that his own vessels might not be injured by them.

A most cordial feeling exists between the masters of the British sailing vessels in Manila and the Americans, the latter doing everything they can to make the stay of the former pleasant. Admiral Dewey has purchased some 3,000 tons of coal from them, so that he has now an ample supply.

The papers in Manila are publishing daily all kinds of untrue statements regarding the American fleet. For instance it is asserted that the *Baltimore* was so injured in the naval action that she had been scuttled.

THANKING ADMIRAL DEWEY.

The following is a copy of the order relating to Admiral Dewey's promotion posted on the vessels of the American squadron at Manila:—

Asiatic Station.

Squadron General Order, No. 8, U. S. Flagship *Olympia*, Cavite, P. I., 19th May, 1898.

The following telegram from the Secretary of the Navy is published to the squadron by his direction:—

"Washington, 12th May, 1898.

"Dewey, Hongkong.

"Following is quotation from joint resolutions tendering thanks of Congress to Commodore George Dewey, U.S.N., and to officers and men of squadron under his command:

"Resolved by Senate and House of Representatives of the United States of America in Congress assembled.

"That in pursuance of the recommendation of the President, the thanks of Congress and of the American people are hereby tendered to Commodore George Dewey, United States Navy, Commander-in-Chief of the United States Naval Force on the Asiatic Station, for highly distinguished conduct in conflict with the enemy as displayed by him in the destruction of the Spanish fleet and batteries in the harbor of Manila, Philippine Islands, May first, eighteen hundred and ninety-eight.

"That the thanks of Congress and the American people are hereby extended through Commodore Dewey to the officers and men under his command for the gallantry and skill exhibited by them on that occasion.

"This act having been approved by the President of the United States on May tenth, you have been commissioned Rear Admiral. The Department takes great pleasure in transmitting this information to you, which you will convey to officers and men under your command.—Long.

GEORGE DEWEY.
Rear Admiral U. S. Navy
Commanding U. S. Naval
Force on Asiatic Station.

GOVERNOR-GENERAL OF THE PHILIPPINES APPOINTED.

Major-General Merritt, a veteran of the civil war, has been appointed Governor-General of the Philippines, and he is now on his way there in one of the vessels containing the re-inforcements for Admiral Dewey. Major-Generals Otis and Anderson are with him.

THE "BALTIMORE" GOING TO ILOILO.

When the *Akitsuishima* left Manila it had been arranged that the *Baltimore* and the *Callao* were to start for Iloilo for the purpose of recapturing the *Saranak*, which was seized by the Spanish gunboat *Elcano*.

VOLUNTEERS FOR THE WAR.

Consul-General Wildman has during the past few weeks been deluged with offers from Americans in Eastern ports offering their services in their country's cause. No less than 400 such applications have been received by him, and in many cases the applicants offer to pay their own expenses to any place at which they can be enrolled. Some of them have served in the French foreign legion.

Consul-General Wildman is winning golden opinions for his untiring exertions in his country's cause and by no one are his services more appreciated than by Admiral Dewey.

REVOLT OF THE CAROLINES.

It is reported that the Carolines are now in a state of insurrection. The Spaniards have only a small garrison there, and as they are unable to send reliefs it is likely that the insurgents will soon get the upper hand.

ACCOUNT BY A LATE RESIDENT.

DEPLORABLE STATE OF THE SPANISH SOLDIERY.

HOW THE CHINESE IN MANILA ARE BEING UTILISED.

Among those who accompanied the Japanese cruiser *Akitsuishima* from Manila to Hongkong was a Mr. P., who removed into the city from up country in consequence of the disturbances some two months ago. Mr. P. confirms the accounts already published as to the scarcity of the food supply in Manila and the straits to which the poorer classes have been reduced in consequence. He also sheds some light on life in the beleaguered city which will cause our readers to be of the same opinion as Mr. P., namely, that Manila is a very nice place to be away from.

Not only the inhabitants but the Spanish soldiers are considerably pinched for food. Says Mr. P., "The poor soldiers are very badly treated indeed. It is a pity to see them going about the streets, as it is apparent to anyone that they do not get anything like enough food. All they get is a little rice and some dried fish, which is doled out to them with a niggard hand. Of course they cannot afford to buy fresh fish, it is so very dear. A small fish which used to cost five or six cents a dozen now costs as much as 50 or 60 cents for one, whilst old salt beef—black unsavoury looking stuff—is sold at \$1.75 per pound. Small bony chickens are realising \$1 or \$2 each, people being glad to get them for that sum. Thefts of food by the natives are of daily occurrence. The plan adopted is to go into a provision shop and ask for so much rice, and as soon as it has been weighed out the native grabs it and is out of the shop and away before the unfortunate vendor can regain his property."

"Only the other week the Americans seized two vessels which were loaded with food for Manila. They also purchase all the fresh fish which the natives catch in the harbour, with the result that when the natives return to the city with empty boats they have to invent all kinds of excuses for having come ashore empty handed."

"I hear that the volunteers are threatening to seize the stores because they can get no pay."

"Yes, and no wonder, for they have been very badly treated by the Spanish authorities. They were promised food, clothing, and good pay, and as many of them belonged to the poorer class who find it difficult to get hold of enough to eat to keep body and soul together they thought that by offering their services they would at any rate be sure of getting some food. They

have, however, had to find their own clothing and food, and have not received a cent of pay.

"Some 700 or 800 Chinese who were induced to join the army by a promise that they should receive a dollar a day have been similarly deceived. They get no pay whatever, and are kept hard at work night and day cleaning the guns, and as they do not get enough to eat they are dying like flies."

"What about the preparations for the defence of the city?"

"Well, something is being done, but in the past everything has been so sadly neglected that it will be impossible to make up the deficiencies in time. The cannon, for instance, include some over a hundred years old which have a coating of rust inches deep. A colonel of artillery to whom these were handed over for the defence of the city in despair took his own life."

"House robberies have also begun to be very frequent and they are mostly perpetrated by servants. The latter spend their time day and night in gambling, and when they have lost their money they steal more."

"To give you an instance of what is going on in Manila I may say that I was staying with a gentleman whose servant has been with him for three years. One day we went out and on our return we found the door locked. At once concluding that something was wrong we burst the door open and then we found my friend's wife bound in a chair while the servant was ransacking the house for jewellery and money. Of course we seized him and delivered him over to the authorities, who, however, released him at the end of 24 hours notwithstanding the fact that we caught him in the act, my friend being told, when he protested against this, 'If you want to proceed any further with the matter you must summon him and engage a lawyer.'"

"The same thing is going on in Cavite. The Americans send a few men from the vessels, but not sufficient to look after the place properly."

"Hundreds of people now in Manila would only be too glad to get out if there was a vessel to take them. Some people would gladly pay \$500 or \$600 for a passage."

"By the way, what about the shooting of the captain of the *Callao*?"

"There was some talk of his being transported to the Carolines, and I did hear, but I cannot say whether it is true or not, that he has committed suicide."

"Did you hear how things were going on in the interior?"

"Yes, on the 14th or 15th of May the natives in the Union province rose against the Spaniards and killed them."

Mr. P. added that the Spanish officers in Manila are deplorably ignorant of what is going on in the outside world. A day or two after the battle of Cavite, when a number of war vessels belonging to neutral powers came into Manila harbour, it was the common topic of conversation among the officers and the Spanish merchants in the *Escoto* that these vessels had come to help the Spaniards against the Americans.

PRINCE HENRY AT PEKING.

AUDIENCE WITH THE EMPRESS-DOWAGER AND EMPEROR.

BALL AT THE BRITISH LEGATION.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
Shanghai, 23rd May.

Prince Henry was received in audience by the Empress-Dowager and Emperor at Peking on Sunday, 15th May.

The Emperor returned the visit and His Majesty and His Royal Highness had a long chat together.

His Royal Highness attended the ball given by Sir Claude Macdonald on Tuesday last, staying late and conversing freely. Every European in Peking was present.

On Wednesday, His Royal Highness visited the Tsungli Yamen.

Ozerio, who is charged with the murder of Mr. Jesus on May 9th, was again brought up at the Magistracy on 25th May before Commander Hastings. No further evidence was given, however, as certain translations were not ready, and another remand of a week was granted.

THE TROUBLES IN BORNEO.

DEPARTURE OF THE "PLOVER" FROM SINGAPORE.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
SINGAPORE, 25th May.

The *Plover* has sailed for Borneo. Matsalleh has secured the alliance of an inland tribe claiming 5,000 fighters.

RICE RIOT AT WENCHOW.

THE YAMENS WRECKED.

FOREIGNERS UNMOLESTED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
SHANGHAI, 25th May.

A rice riot has taken place at Wenchow. All the yamens were wrecked. Foreigners were not molested.

WITHDRAWAL OF OBNOXIOUS TAXES.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
SHANGHAI, 26th May.

Despatches have been received here from Peking stating that the Emperor has withdrawn the obnoxious house tax, the extra opium tax, and the national loan.

[The new devices for raising revenue, especially the house tax, have given rise to much discontent, and in some cases to disturbance.]

THE CHINESE GOVERNMENT AND THE "YOUNG CHINA PARTY."

A correspondent writes us as follows:—

As the Hongkong gambling scandal was brought to light by the discovery of a book containing the names of the receivers of bribes, so the Chinese Government, by the discovery of a book belonging to a branch of the China Reform Society in Honolulu, has become aware of the names of the members of the Society in that island. Possibly the discovery was due to treachery on the part of an ex-member. Most of the Chinese in Honolulu are Cantonese, the Heungshan district furnishing the largest section. The Viceroy of Canton, acting under instructions received from the North, has sent a commission to that district, accompanied by a gunboat, to ascertain particulars about the members there, and it is reported that during the last few days many arrests have been made. Included amongst the arrests is a wealthy Honolulu merchant, who has no connection with the affair, and whose name does not appear in the list, but the Chinese officials are taking the opportunity to squeeze money. The Sansz of the village have petitioned the Viceroy praying for the unfortunate man's release, but probably he will have to spend a good deal of his fortune before he is discharged, if indeed he secures an acquittal at all.

There are many Chinese naturalised Hawaiian citizens now visiting their families and friends in the Heungshan district. These may possibly fall into the official clutches, but if so the Hawaiian Consul may have a voice in the matter.

THE QUEEN'S BIRTHDAY

The 79th anniversary of the birth of Her Most Gracious Majesty the Queen was fittingly celebrated on Tuesday, the day being practically observed as a general holiday. The whole district presented a most joyous appearance. On every hand flags fluttered in the breeze, many of the vessels in the harbour were gay with bunting, and at noon the warships and the shore battery fired off salutes in honour of the occasion. During the greater part of the forenoon the sun was very hot. Then came a heavy downpour, but the clouds soon passed away and the rest of the day was all that could be desired.

Later on in the day several thousand people wended their way to Happy Valley to witness the parade of troops there. The parade, which commenced at about six o'clock, was taken part in by about 2,000 men, including the Royal Artillery, the Royal Engineers (commanded by Major Jeffreys), the King's Own (commanded by Colonel Rowlandson),

the Hongkong Regiment (commanded by Colonel Retallick), the Asiatic Artillery (commanded by Captain Burney), the Chinese sappers, the Royal Marines, and the Hongkong Volunteers. The latter were represented by 82 men and ten guns, Major Sir John Carrington being in command, and the following officers were also present:—Capt. Chapman and Saunders; Lieutenants Machell, Macdonald, Slade, and Fullerton. The Volunteers assembled at headquarters at about four o'clock, and as it was about seven o'clock when the troops were dismissed they were somewhat severely tried. Sir John, in addressing the Volunteers on their return to headquarters, said he was sure Her Majesty had certainly not more thirsty subjects, and he asked the men to display their loyalty by drinking the health of the Queen at his expense.

The troops were formed up in line, and as His Excellency Major-General Black arrived on the ground and made his way to the saluting base he was received with a general salute. The firing of a *feu de joie* followed, and this was succeeded by the playing of the National Anthem and three hearty cheers for the Queen. For the first time here smokeless powder was used. Subsequently the troops marched past in review order and were then dismissed.

In the evening an "At Home" was given at Government House by H.E. the Officer Administering the Government and Mrs. Wilsone Black.

ACCIDENT IN THE HARBOUR.

A CANTON STEAMER DAMAGED.

Just before going alongside her wharf at about seven o'clock on Thursday morning the British steamer *Pasig* (Captain G. Ritchie) met with an accident as the result of which the pumps had to be at once got to work in order to keep her afloat. Parallel with the wharf is a new stone pier, and when passing the end of the latter the Captain, though giving it a wide berth, went rather closer to the wall than he otherwise would have done to make room for an outward vessel. Suddenly she struck some rubble or foundation and a large portion of her casing being torn off the water rushed in with great force. Several of the crew dived underneath with blankets, which were plugged into the opening, and the pumps, including the circulating pump from the main engine, were got to work. Word was also sent to the Fire Station and assistance asked for, but an answer was returned to the effect that it would not be advisable to send the steam engine down in case it might be required at a fire. For some time the water showed no signs of diminution but after an hour or two's hard work the crew got the upper hand and all danger of the vessel sinking was done away with.

ESCAPE FROM VICTORIA GAOL.

A SECOND BID FOR FREEDOM FAILS.

SMART RE-CAPTURE BY THE POLICE.

Among the prisoners incarcerated in Victoria Gaol is a man who in February, 1896, was sentenced to ten years' imprisonment for uttering forged bank notes. He had not been in prison long before he made a daring attempt to escape, but he was so severely injured by the glass at the top of the gaol wall that his recapture was not difficult. Undeterred by his previous failure, the man made another attempt, and this time he only just missed escaping from the colony. At about one o'clock on Saturday afternoon it was discovered that the prisoner had flown, having apparently made his escape by clambering up a bamboo to the top of the wall and then letting himself down into Old Bailey Street by means of a rope. As he was employed in the wash-house his clothing was not such as would attract attention, there being as a distinctive mark only a badge which he was easily able to tear off. Hence his passage through the streets attracted no attention. As soon as the escape was reported to him, the Captain Superintendent of Police (the Hon. F. H. May) organised search parties, who scoured every corner of the city, and at about two o'clock Detective-Sergeant Scott and Warder Crawford found the truant lying on a bale of goods on board the steamer *Heungshan*

just about to proceed to Macao. He was secured and taken back to Victoria Gaol, where no doubt precautions will be taken to prevent his getting out a third time.

At the Magistracy on 23rd May Ng Kwai Sam, the convict who escaped from Victoria Gaol on Saturday, was charged with breaking out of gaol and stealing Government property, to wit, a pair of trousers and a jacket, value \$1.50. He pleaded not guilty. Warder Fenwick said he saw prisoner leave the hall of "A" block at about 1.40 p.m. on Saturday carrying a bucket. He did not see him return. About five minutes afterwards he went to look for defendant, and as he did not see him where he should have emptied the bucket he returned to the hall and searched for him. Subsequently he gave the alarm. The man was wearing prison clothing valued at \$1.50. Warder Crawford deposed to finding prisoner on the *Heungshan*, the Macao boat, at about 2.15 p.m. on Saturday wearing the prison clothing he had on then. He brought him to the charge room of the Central Police Station. Chief Warder Craig said prisoner was admitted to the gaol on the 18th of December, 1895, having been sentenced to two terms of five years consecutively. The sentences had not expired. Prisoner was remanded.

At the Magistracy on Thursday Ng Kwai Sam, who escaped from gaol on Saturday last, was again brought up. Since his recapture the man has pretended to be insane. He has, however, been certified as sane. The police withdrew the charge of larceny, Commander Hastings being asked to deal summarily with defendant in accordance with the powers granted under the Magistrates Ordinance. The defendant was accordingly sentenced to six months' imprisonment to be undergone on the expiration of his ten years' sentence.

THE STRANDING OF THE "CHING PO."

MARINE COURT OF ENQUIRY.

A Marine Court was held at the Harbour Office on the 20th May to make enquiry respecting the stranding of the British steamer *Ching Po* in March last. Her official number is 107,013, of Hongkong. Mr. Peter Rives Marsh, the number of whose certificate of competency is 012,501, was the master and commander.

The Court was constituted as follows:—Commander R. Murray Rumsey, R.N., Stipendiary Magistrate; Staff-Commander M. J. Rogers, R.N., H.M.S. *Tamar*; Mr. John Panton, master *Arizona*; Mr. B. R. Branch, master *Deucalion*; Mr. Alex. Cruickshank, master *White Cloud*.

The letter of Messrs. Deacon and Hastings, solicitors for the owners of the *Ching Po*, applying for an enquiry was read. Mr. Hastings was present.

Mr. Claude Li Kum said—I am a British subject and the owner of the British steamer *Ching Po*. We left Hongkong on 23rd March for Wuchow at four p.m., Captain Marsh being in command. In addition we had one European engineer and a Chinese crew. We had two pilots on board. At about 11.30 that evening the *Ching Po* went aground near the entrance to Wangmoon. We had the schooner *Maud* in tow, and when we went aground she went aground also, grazing beside the *Ching Po*. At the time the ship went ashore Captain Marsh, who was on the bridge, was navigating her. A heavy sea was running at the time and there was a fresh wind blowing. The tide was against us. When she got aground the ship bumped three or four times. To get her off the engines were worked astern, and in about half an hour both vessels were got off. We then proceeded through the entrance to Wangmoon. I have been that way three or four times before with Captain Marsh in the *Ching Po*, but always during the day time before. When we got off at the customs station at Wangmoon the *Maud* got foul of the propeller on the starboard side, and the hawser was cut. On the following day we grounded in the Shui Hing Gorge, the pilot being in charge that time. On the 25th the ship was leaking, and two hand-pumps and also the steam-pump were set at work. On the 26th, at 5.30 a.m., it was reported to me that the ship was taking in

water. The pumps were still kept working, but the water gained on us and the master decided to beach the ship, and this was done about half-past six in the morning off Chiung Hong on a sandbank on the opposite side of the river. We discharged some cargo into native lighters. About noon the steamer *Dosing* came in sight, and she towed the *Maud* to Wuchow. In the afternoon Captain Marsh left in a mandarin launch to go to Wuchow for assistance. He returned on the following day, and in the afternoon of that day I left the ship for Wuchow with Captain Marsh and Engineer Pattison, leaving the crew in charge. On the 28th I left Wuchow in the *Dosing* for Hongkong for the purpose of getting a salvage party. I left Captain Marsh on board the *Ching Po*, instructing him not to leave the ship until I arrived from Hongkong with the salvage party. In the meantime if he and the crew could do anything to get the ship off they were to do it. There were sufficient provisions on board to last the Captain and crew while I was away. It was the business of the Chinese cook to supply the provisions. The cook had some money with him with which to buy provisions if they ran short, and if he had wanted more he could have sent to Wuchow for it, as launches were daily passing the wreck for Wuchow. Provisions could also have been got from to Ching and Ching Hong, as there are markets there. I arrived in Hongkong on the first of April and made arrangements with a salvage party to proceed to the wreck via Canton. On the 6th April I left Hongkong for Wuchow in a steam launch and arrived off the wreck at six a.m. on the eighth April. I stopped thirty or forty yards from the wreck. I hailed her two or three times, and also blew the whistle. Ultimately a European came on deck and called out in Chinese, "No one here; all gone to Wuchow." I proceeded to Wuchow and found Captain Marsh there. The Captain said he had come there for provisions and money. He added that he had not left anyone on board the ship. At 4.30 p.m. on the same day I proceeded to the wreck in a launch with Captain Marsh and a Chinese customs officer. We arrived at the wreck at 6 p.m. and attempted to go alongside. Mr. Woods and some Chinese men were on board. Mr. Woods is a merchant at Wuchow. None of our own crew were on board. As we were going to try to get on the deck of the *Ching Po* Mr. Woods came and brandished a revolver and said he would shoot the first person who came on board. I then backed away, and sent Captain Marsh to Mr. Woods. On his return Captain Marsh said Mr. Woods would not give up the ship unless they gave him \$5,000 salvage. Mr. Woods said the same thing to me when I spoke to him. On the ninth April I returned to Wuchow and I and Captain Marsh reported the matter to the British Consul, who gave Captain Marsh a letter to give to Mr. Woods. The Consul asked Captain Marsh for a written statement as to why he left the ship, and one was given. On the 10th I and Captain Marsh again went alongside the wreck. Captain Marsh presented the Consul's letter to Mr. Woods, who replied: "I will not take any notice of this letter." He refused to leave the steamer or to let us go on board. We telegraphed to the British Consul from Ching Hong asking what we were to do, and he wired back, "Remain where you are." On the following morning I saw that there were two lighters on one side of the ship and I wired to the Consul again, saying Mr. Woods had commenced operations, what was I to do. The Consul wired back, "I will come myself." On the 12th, some time in the afternoon, I discovered that Mr. Woods had left the ship. I at once took possession, and I informed the Consul by wire. A salvage party subsequently arrived from Hongkong and with their assistance she was floated about the 23rd April and brought to Hongkong, where she arrived about the 3rd of May. She is now undergoing repairs.

By Captain Marsh—I know from my comrade's book that the vessel was well supplied with provisions when she left Hongkong. On previous voyages we had to get provisions at Wuchow for the return voyage. The vessel carried about three days' provisions on board. When I left in the *Dosing* for Hongkong on Monday, April 28th, you told

me to get back as soon as possible as you wanted money, and I said I would get back by the following Saturday, April 2nd. I did not return until the eighth of April. The boatman told me that before we anchored on the 25th the vessel was making more water than usual. During the voyage the pumps were set going every hour. I do not know why the cook came to you for money to buy provisions. I did not come back from Hongkong sooner than I did because could not make satisfactory arrangements with regard to the salvage and with the insurance company. I could have sent you money by launch, but I did not do so because you could have got it by applying to the comprador at Wuchow. I saw the comprador in Hongkong on the 6th of April, so that he must have left Wuchow on April 3rd. The first three months you had a pilot who took you all the way to Wangmoon, and you complained when I took the man away. The Wangmoon pilot was taken from you because he demanded an increase of wages, and as he had been with you three months I thought you would be able to do without him. I can't give the exact spot where the ship went ashore near to Wangmoon.

Leong Yung Tsoi, the boatswain, then gave evidence, corroborating some of the statements made by the previous witness.

Chan Ting, No. 1 cook on the *Ching Po*, said that when they left Hongkong on March 23rd they had about eight or nine days' supply of provisions on board. He produced the comprador's book which he took with him when he left Hongkong on March 23rd. After the vessel was beached at Cheong Kong they got provisions on several occasions from ashore. They left the ship on the 7th of April, the Captain ordering him to do so, no one being left to look after the ship. He removed all his effects, and the Captain also took his clothes and boxes. At the time the crew left there were provisions on board for both Chinese and Europeans. When they left the ship some provisions were taken off, including potatoes, tinned meat, and salt beef. The captain never asked him to go to Wuchow or anywhere else for provisions.

In reply to Captain Marsh witness said that when they left Hongkong they had eight or nine days' provisions on board. When the owner left the ship he gave him \$2 with which to buy food. That would buy food for two or three days. The Captain paid him 90 cents to get a bottle of wine with, but he did not borrow from the Captain to get food. He spent about \$3 previously of his own money in buying food. There was no rice on board ship when he left, but they had only been without half a day.

Chan Kun Tie, the second engineer, said that when the ship stranded the engines were reversed, and a propeller blade was broken through the engines jerking. The starboard propeller was in good order when they left Hongkong. Where they stranded the bottom was hard, because when the propeller was going round there was a noise.

In answer to the Captain, witness said the *Maud* struck the *Ching Po* on the starboard side and caused her to list. When the propeller blade was broken he told the chief engineer about it.

John Patterson, chief engineer on the *Ching Po*, said he had been on the vessel about six months. He did not remember the second engineer reporting to him that a blade of the propeller was broken on the Wangmoon Pass. After the beaching of the ship the engines worked all right. It would be possible for a blade to be off the propeller and him not know it. He did not remember the date they left the ship. The Captain told him to take the men up to Wuchow and when they got to Wuchow to do the best he could with the men and see the Consul as he had to stop by the ship. He saw the agent in Wuchow. The agent refused money and he then saw the Consul with the view to their being assisted as distressed seamen. The crew were sent away from the ship because there was no food on board for them for any lengthy time. There was plenty of food on board when he left.

In answer to Mr. Hastings witness said that he did not remember the ship grounding on the night of the 23rd March at Wangmoon.

The enquiry was adjourned.

The enquiry was resumed at the Harbour Office on Saturday, 21st May.

H. L. Numm, now of Hongkong, and formerly acting agent for the owner of the *Ching Po* at Wuchow, said he supplied the crew with two or three days' provisions on the 4th of April, but when Mr. Patterson (the chief engineer) asked him for further provisions on April 5th or April 6th he refused him, because he had had no money advanced him. Mr. Patterson told him they were short of provisions on board. When the crew left the ship he, out of friendship, supplied them with provisions at Wuchow. When he was short of money he did not apply to the comprador for any. One of the compradores had told him they were short.

By Captain Marsh—He was in the company's service about ten months as supercargo. The *Ching Po* made several feet of water in a very short time twice while loading in Hongkong harbour. During the time he was supercargo the vessel was pumped at intervals when she was deeply loaded. When she came down from Canton to Hongkong in June or July of last year and was surveyed the *Ching Po* appeared to be in a bad condition. When she was on the slips they could tear away handfuls of the frame. He did not know how old the ship was.

By Mr. Hastings—The occasions when she made water when loading in Hongkong were last October and last November. Since then she had been docked twice and examined. He signed off on the eighth of March. The ship was docked in December and January.

Captain Marsh said the vessel was far from being in a sound condition. After leaving the dock last January, after the repairs had been completed, she made a foot of water in an hour. The reason he proceeded across the Wangmoon passage at night-time was that the owner had several times complained of his not having done so. The vessel made no more water after grounding in the Wangmoon passage than before. He left the ship because there were no provisions on board, and because he had received a message from Numm the day before saying he could not render any assistance. When he got to Wuchow he asked the agent for assistance and he again refused him. The ship left Hongkong short of provisions. Previous to beaching the vessel there was only one foot of water in the hold, but a quarter of an hour afterwards the water had risen two feet and was above the engine-room plates. He could not keep the water down.

Mr. Hastings having addressed the court the room was cleared to enable the court to consider their decision in private.

Subsequently Commander Rumsey read the finding of the court as follows:—

We find that the British steamer *Ching Po*, official number 107,013, of Hongkong, of which Peter Rives Marsh was master, the number of whose certificate of competency as master is 612,501, left Hongkong for Wuchow on the West River with general cargo on 23rd March, 1898.

That she was provided with a sufficient crew, and had one European officer besides the master—the chief engineer.

That she stranded in the Wangmoon passage at 11-30 that night and that after getting off she stranded again on First Bar the following day, but was again floated and proceeded on her voyage. On the morning of the 26th the ship was found to be making a considerable quantity of water, and it was deemed advisable to beach her, and this was done.

That the owner, who was on board went on to Wuchow the same day to get assistance and later, on the 28th, proceeded to Hongkong with the same object in view.

That the captain also went to Wuchow and reported the accident and returned to the ship. On the 6th he sent the chief engineer and crew away as he had no need of their services. On the 7th the captain himself left the ship, taking all that remained, and absolutely abandoned the ship.

That the ship was subsequently taken possession of by a certain Mr. Woods, of Wuchow, who for some time after, when the owner returned, refused to leave the ship unless he received \$5,000. Possession was, however, after some time obtained by the owner and master,

and the ship was floated and brought to Hongkong.

From the evidence before it, the Court is of opinion that the stranding of the ship was not due to the wrongful act or default of the master. They are, however, of opinion that the ship was prematurely abandoned. The master alleges shortness of provisions as his reason for abandonment. The Court is satisfied that if there had been any shortness it was not such as could justify the Captain in abandoning his post. As this premature abandonment amounted to a wrongful act the Court directs that his certificate be suspended for four months from this date, and it is hereby so suspended.

LUNACY ENQUIRY.

At the Supreme Court on Monday Mr. Pollock, barrister, sat as a commissioner to enquire with a jury into the state of mind of a man named Tso Kong, of Fuk Hing Heung, in the Sunkun district, in the province of Kwangtung.

The jurors were Messrs. O. F. Rebeiro, C. Klinck, S. F. X. de Rozario Pinna, G. E. Pappier, J. G. de Remedios, A. H. Skelton, and F. E. Eckhoff.

Mr. Grist (Messrs Wilkinson and Grist, solicitors) said he appeared on behalf of Tso Cheung Shi, who was the mother of Tso Kong, who petitioned for a person to be appointed to look after her son's estate. The enquiry before them that morning was into the state of mind of Tso Kong. This man was entitled to a considerable amount of property in Hongkong under the will of his father, and by reason of his being of unsound mind he was incapable of managing his property himself. It was therefore necessary for some person to be appointed to manage it for him. Before any person could be appointed it was necessary that Tso Kong should be found by a jury of seven persons to be of unsound mind.

Dr. Stedman said that on the 23rd March he visited Fuk Hing Heung in company with Mr. D'Almada, Tao Cheung Shi, Cheung Choi (interpreter), and Tso Li for the purpose of examining Tso Kong as to the state of his mind. He came to the conclusion that the man was absolutely insane and incapable of managing his affairs. He saw the man sitting in a chair looking vacantly at the wall by the side of him with his elbows bent and the palms of his hands turned upwards, a position which he did not change for half an hour. When he afterwards saw him in bed his hands were still in that position. The only time he saw him move was when he brushed off a fly which had settled on his face. He spoke to him through an interpreter, but he could not get a word in reply. On one or two occasions he half turned his head towards witness. That was while he was sitting in the chair. The whole of the examination took place while he was sitting in the chair. When Cheung Choi said to him, "Look at the doctor" he half turned his head towards him, but he was not sure it was because of what was said to him. The man's mother and brother were in the room, but he did not appear to recognise them. Every now and then he made a movement with his lips as if he was muttering, but they could not distinguish any sound at all. He did not make any articulate sound the whole of the time they were there. After moving his lips he leaned forward, made a sort of croaking noise, and broke into a meaningless smile. When witness tried to approach him he sprang away as if frightened of him. The man was in a dirty state. His age might be anything between 30 and 40. In witness's opinion the man was of unsound mind and incapable of managing either himself or his property. He might have been in that condition for months or for years. His condition might have been caused by some hereditary weakness, or it might have been brought about by some nervous shock or over mental work or a disappointment. The man he spoke of as Tso Kong was pointed out to him as the man by his mother, brother, and wife.

Some further evidence was given, after which the jury were unanimously of opinion that insanity had been proved, and Mr. Grist's application was granted. Tso Kong was not present.

THE PLAGUE.

The number of cases of plague reported last week was 112 and the number of deaths 107. The daily returns for the present week are as follows:—

	Cases.	Deaths.
May 22...	7	8
" 23...	9	6
" 24...	11	9
" 25...	7	11
" 26...	11	6

THE GYMKHANA.

The second gymkhana of the season came off at the Race Course, Happy Valley, on Saturday afternoon, a fair attendance having been attracted by the excellent programme which had been arranged. The entries for the different events were numerous and there was a good proportion of starters, with the result that some capital racing was witnessed. The hurdle race, which was won by Mr. Kingston's Bannerman (with Mr. Brutton as rider) was especially interesting. The Ladies' Nomination was most amusing. There were eight entries. Mrs May nominated Mr. Gresson, Mrs. Holland Mr. Lawford, Mrs. Bell Mr. Thompson, Mrs. Hawkins Mr. Landale, Mrs. Kirch Mr. Bruce, Mrs. Retallick Captain Berger, Mrs. Long Captain Laurie, Mrs. Master Mr. Master, and Mrs. Ritchie Mr. Cox. In this race, which was a bare back race, the conditions were—At the fall of the flag, competitors mount opposite the judge's box. Ladies by whom they are nominated at the same time commencing to sketch a pig. Ride to the distance post round a flag, keeping it on the left hand, return to the winning post, dismount, receive signed sketch from lady, remount, ride over the course again, observing the same rule when rounding the flag, and finish opposite the winning post. Points for speed and drawing. Competitors whose sketches are adjudicated bad to forfeit points. Mr. Landale (Mrs. Hawkins's nominee) came in first, and Mr. Cox (Mrs. Ritchie's nominee) second. The band of the Hongkong Regiment were in attendance, and played selections of music during the afternoon. The following were the officials:—

Judges:—The Hon. J. J. Bell-Irving and Mr. V. A. Caesar Hawkins.

Handicappers:—The Hon. C. P. Chater, C.M.G.; Mr. M. Grote.

Starter:—Mr. A. Babington.

Clerk of the Scales:—Mr. J. McKie.

Timekeeper:—Mr. J. McKie.

Hon. Treasurer:—Mr. G. C. C. Master.

Hon. Secretary:—Capt. P. de S. Burney, R.A.

The following are the particulars of the different events:—

FIVE FURLONGS; for China ponies; weight as per scale with 4 lbs. added; winners at this season's gymkhanas, once 5 lbs.; twice or oftener, 10 lbs. extra; 1st prize, \$50; 2nd prize, \$20; 3rd, saves his entrance. Entrance, \$3.

Mr. Medico's Tantivy, 11st 5lbs ... (Mr. Gresson) 1

Mr. P. A. Cox's Saucy, 10st 13lbs (Mr. Cox.) 2

Mr. Gray's Rockall, 11st 2lbs (Mr. Master) 3

There were ten entries, eight of whom put in an appearance. For some distance Rockall led and at one time looked like winning. Tantivy, however, got the lead, and soon afterwards Saucy secured the second place. Tantivy won by about a length. Time, 1 min. 20 sec.

HURDLE RACE; start at two mile post, once round and in, over 8 flights of hurdles; for China ponies; weight as per scale with 7 lbs. added; winners of a steeplechase at this season's gymkhanas, 5 lbs. extra; 1st prize, \$50; 2nd prize, \$25; 3rd, saves his entrance. Entrance \$3.

Mr. Kingston's Bannerman, 11st 11lbs ... (Mr. Brutton) 1

Capt. McLachlan's Slander, 11st 2lbs ... (Mr. Kerr) 2

Mr. R. M. Gray's Gamecock, 10st 13lbs ... (Mr. Gresson) 3

The entries were ten in number and eight started. This was a capital race throughout. Slander got nicely away and lead for a short distance. A tough struggle followed, which resulted in Bannerman winning by hardly a length with the others close up.

ONCE ROUND HANDICAP; for subscription ponies of any season; entrance, \$1; if left in after 2 p.m. on Wednesday, 18th May, 1898, \$2 extra; 1st prize, presented by Hon. C. P. Chater, 2nd prize, \$20; 3rd, saves his entrance.

Dr. Atkinson's Lanksnecht, 11st 4lb ... (Mr. Gresson) 1

Mr. Gray's Gamecock, 11st 2lb (Mr. Master) 2

Mr. Medico's Hector, 10st 8lbs ... (Mr. Kerr) 3

In this race there were five entries, all running. Though a good race, Lanksnecht was well in advance at the finish. Time, 2 mins. 7 sec.

POLO PONY RACE; from the winning post, round a post at the distance, leaving it to the left, and in; for all *bona fide* polo ponies, to be ridden by their owners; catch weights; entrance, \$1; 1st prize, presented by Dr. Atkinson; 2nd prize, \$15; 3rd, saves his entrance.

Hon. F. H. May's Beachcomber (Mr. May) 1

Mr. R. Potts's White Heather ... (Mr. R. H. Potts) 2

Mr. McClure's Pegasus ... (Mr. McClure) 3

There were as many as 20 entries for this race, and about half of them started. A keen contest resulted in a win for Beachcomber by about half-a-length.

FROM TWO MILE POST, ONCE-ROUND AND IN.

—For China ponies; weight as per scale; winners of any flat race in 1898, once 5lbs; twice, 10 lbs; thrice or oftener, 14 lbs. extra; subscription Griffins, non-winners, allowed 3 lbs.; entrance, \$3; 1st prize, presented by Sir John Carrington, Kt., C.M.G.; 2nd prize, \$20. 3rd, saves entrance.

Mr. Gray's Oliver, 10st 12lbs (Mr. Gresson) 1

Mr. Kingston's Bannerman, 11st 4lbs ... (Mr. Brutton) 2

Capt. McLachlan's Castanet, 11st 9lbs ... (Mr. Kerr) 3

The entries were eight in number and included some swift ponies. A good race was accordingly witnessed.

THE ROYAL HONGKONG GOLF CLUB.

BANKERS AND BROKERS V. ALL COMERS.

A match, 13 a side, has been arranged to be played during the current week. Conditions: Match play, 18 holes, under handicap. Players may play off either 9 or 18 holes in one afternoon at their option. Returns to be sent in by the evening of Saturday, 28th inst. The following are the teams:—

BANKERS AND BROKERS. ALL COMERS.

plays.	
Mr. W. May (0)	Dr. J. A. Lawson (0)
Mr. G. Stewart (3)	Rev. G. R. Vallings (8)
Mr. A. J. Auton (3)	Mr. H. L. Dalrymple (8)
Mr. V. A. C. Hawkins (8)	Cpt. Montgomerie, R.N. (10)
Mr. H. Pinckney (8)	Mr. C. A. Tomes (8)
Mr. J. Thurburn (11)	Lieut. Des Vœux, R.E. (9)
Mr. M. Stewart (11)	Cpt. R. M. Rumsey, R.N. (8)
Mr. A. J. McClure (13)	Mr. C. H. Grace (9)
Mr. P. de C. Morris (13)	Mr. W. Taylor (10)
Mr. J. F. Noble (15)	Mr. G. Millward (11)
Mr. E. L. Hunter (8)	Com. Taylor, R.N. (11)
Mr. G. W. F. Playfair (18)	Mr. W. J. Saunders (11)
Mr. E. E. Deacon (18)	Dr. J. M. Atkinson (14)

The figures in brackets represent the handicap points, three-quarters of the difference being taken for match play and to be calculated as for the complete round of 18 holes.

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following report on the operations carried on at the Company's mines in Pahang during the month ended 30th April, 1898:—

Mining.—August Shaft 300 feet Level.—We have not made our usual progress. The ventilation was bad in the early part of the month and work was delayed in the latter part by fixing the pump. The North Drive, however, has been extended a further distance of 33 feet, making total distance from shaft 299 feet. We have not met anything of value although the face of the Drive showed most favourable at times and the ground at present is very good.

East Drive No. 2.—Has been further extended a distance of 15 feet, making total length from North Drive 25 feet. The leaders here are continuous and I think will lead us up to the North and South lode. The leaders are one foot wide, but not of sufficient value to save for the mill.

North Shaft and Winze 200 Feet Level.—Owing to the continuous flooding of the 200 feet level during the alterations and fixing of pumps no work was done at this point during the month.

Pumps.—These are now in place and working well. We were engaged 48 hours in taking out the old pump at the 200 feet level and connecting rods and discharge pipes to the new pump at the 300 feet level.

Ventilator.—This is also fixed at the 300 feet level and will give us plenty of air for all requirements.

150 Feet Level.—These stopes connected with the 110 feet level and we have some repairs to do to this level before stoping can be continued above.

Work at Prospecting Shaft.—We sunk this to a depth of 28 feet (we could not go deeper for water) and at 24 feet we opened up a drive to intersect the leader seen at the surface and in driving we crossed one small leader, but in continuing the drive we came into old workings (reported to have been done by the Siamese, and we find that they have taken out the stone at and above this level. We are continuing to drive west to try and pick up the same run of stone worked by them for future guidance.

New Find.—We have discovered what appears to be a new lode. It is about one mile to the north-west of the mine and about half a mile from our main dam. It can be reached by boat from the mines or dam. It is a massive body of stone and we can trace the outcrop for 500ft. in length. The bearing is East and West and is dipping South so far as seen at present. We have commenced to open up a cutting from foot of hill so as to enable us to put a drive through the lode to test its value.

In taking out the cutting above referred to we crossed a leader, apparently a hanging wall leader, about one foot wide, and we find traces of gold in this, and if it proves continuous will connect with the main body in depth.

I have not seen better looking stone in the mine (not shewing gold) than we have at this place, but so far as we have gone we have only found traces of gold. I certainly think it should prove of value in depth.

Total drive at Jalis for the month 176 feet.

Milling was carried on for 29½ days, crushing 50 tons from the mine and 2,480 tons of headings for a yield of 230 ozs. of smelted gold. When cleaning out the boxes we found a nugget of gold weighing 1 oz. 15 dwts. 12 grs., which I am sending on to you.

I cannot say whether it came out of the headings or from the mine, but it is a splendid specimen and does not seem to have received any blows from the stamps.

The Berdan Pans treated 24 tons of old concentrates for a yield of 16 ozs. of smelted gold.

Cyanide plant.—This has been idle during the month pending the arrival of the new chemist. He is now on the mine.

General.—We have given our usual attention to this and everything is kept in good order. I have had the surface of the dam turfed, which should prevent the earth work from washing away in flood time.

Labour.—Is plentiful and the health of the camp remains good.

Rainfall for the month 6½ inches.

RAUB.

The Acting Mining Manager's report for the four weeks ending on the 6th May, 1895, runs as follows:—

MINING.

Raub Hole.—Main North Drive 200ft Level.—I am pleased to say that we have cut another chute of good payable, goldbearing quartz in the main level at a distance of 357ft north from the crosscut. The lode is fully 4ft thick, 2ft 6in on the footwall side being nice solid quartz in which gold can be freely seen in breaking the quartz. On the hanging wall side, there are about 1ft 6in of quartz leaders also carrying gold. I have driven several feet on this new make of quartz, and so far, it is improving as we drive on it. This is a very important and valuable find, cutting a payable lode at this depth as it gives us 200ft of backs and practically a new mine to work. The lode has every indication of being quite as good as our old lode, which turned out several thousand ounces of gold.

Bukit Impey Lode.—This lode continues about 5 ft. thick of quartz and quartz leaders, but so far does not carry gold. This drive is in a total distance north of 80 ft. and is being extended in the hope of cutting payable quartz.

South Drive.—I have resumed driving this drive which has been extended 17 feet, the lode being only a few inches thick. So far no gold has been seen in it.

Bukit Koman.—No. 1 Level North.—The lode has again increased in size, being now fully 10 ft. wide of quartz and quartz leaders of low grade. The drive has been extended 24 ft. making a total distance north from the crosscut of 674 ft. **Winze.**—No. 1 North.—Very slow progress is being made with the sinking owing to the heavy water we have to contend with, the coolies being kept going all the time bailing water night and day. We have still about 20 ft. to go before we haul through to the bottom level. **South Drive: Same Level.**—The lode continues about 5 feet thick of fairly solid ore in which a little gold can be seen in breaking the ore. This drive has been extended 20 feet making a total distance south from the crosscut of 854 inches, or a total distance of 1,528 feet from the north to south face at the 140 feet level. The No. 5 Air Shaft, sunk to connect the south drive, is sunk and timbered to a depth of 81 feet. At a depth of about 70 feet we cut a lode coming in on the east side of the shaft and as anticipated it carries good gold, quite equal to anything yet got in the mine. In every shaft,—5 in number—between the 140 feet level and the surface, we have cut good payable quartz, which is of great importance proving as it does that our ore reserves are payable in every place that we have cut them in the level. It will be years yet before we will require to work this ore, so that the ground we are now opening and proving is an indication of our future prospects.

Leading Stope.—This is a little larger, being about 2 feet thick and carrying a little gold. It has every appearance of getting larger and with the present favourable country, ought to open out to a large lode again. **No. 2 Stope** has now reached the hard country and is pinching the same as the other stopes did. At present, it is fully 3 feet wide and carries good gold. **No. 3 Stope.** I have resumed work here. The lode is larger and will average about 12 feet wide of nice solid quartz carrying very good gold. **No. 4 Stope,** going north from the No. 3 Air-Shaft still continues small. I do not anticipate any improvement here until the lode resumes its original course; it is at present going very flat. **No. 6 Stope.**—I am pleased to report a considerable improvement here, this stope for months past has been small and of low grade. It has now opened out and is fully 6 feet wide, carrying fair gold. I expect to get good gold here shortly as it was near here that we got the splendid specimens last year. **Bottom Level North Drive.**—The lode is a little larger being fully 6 ft. wide of nice solid quartz carrying a little gold. **South Drive.**—The lode still continues about 18 ft. wide but is not quite so solid.

Bukit Jellis.—We have cut a chamber at the 250 feet level and crosscut 21 ft. We are now engaged putting in another pump to continue sinking another 100 ft.

BATTERY.

On Monday, 2nd instant, we had a general clean-up for the past nine weeks, work when 2,459 tons realized 2,222 ozs. 15 dwts. 12 grs. of smelted gold, being about 18 dwts. 2 grs. per ton. All of this ore came from Bukit Koman. I think our next crushing will be quite equal to this if not a little better. Crushing was resumed at 6.45 o'clock the same evening, and has continued since.

ELECTRIC INSTALLATION.

The weather has been very wet during the past month; this has hindered the work and caused a lot of sickness amongst the Europeans and coolies employed on the work, but notwithstanding this, good progress has been made. The road from Tras to the power station is completed and is now ready for traffic. The pipe-track is almost completed, there being still some blasting to do on it. The flume-line is well in hand, at the dam end there is a lot of rock to blast, which will take some little time to remove. A contract has been let and coolies are now engaged enlarging the site of the power station. A contract has also been let

for the timber for the power station. All the broad merbau planks for the flume are now cut and stacked alongside of our new road ready to cart whenever required, so that all the work is now well in hand and ought to be finished before the electrical machinery arrives from England.

TRANSPORT.

The Government cart road from Kuala Kubu to here is now completed and open for traffic. This will greatly reduce our transport charges and bring us within four days of Singapore instead of about a month by our river route.

GILBERT B. WHITE.

THE JELEBU MINING AND TRADING CO., LIMITED.

Singapore, 17th May.

The Rin Lode in Jelebu continues to show highly favourable prospects. On the 7th instant, we published telegrams indicating that the lode looked more promising, the deeper the shaft was sunk. On the 6th, the lode proved to be four feet thick, payable all through. Since then, with further deeper sinking, the result is still more satisfactory. A telegram, dated Jelebu, yesterday, thus reports progress:—"Lode six feet thick; payable all through."

18th May.

The favourable prospects held forth in our issue of yesterday, respecting the Rin Lode in Jelebu, appear to grow better. According to a telegram, received yesterday afternoon, an assay of the unroasted ore from the lode at the 110 feet level gives the satisfactory amount of seven per cent. of tin.—*Straits Times*.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

PLAGUE AT KOWLOON—A REPLY TO DR. CLARK.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I note in your this morning's issue some remarks made by Dr. Clark respecting an anonymous letter published in the *Hongkong Telegraph* on the 18th instant and of which I am the author. Dr. Clark states that the "letter teems with inaccuracies and false statements." I, on the other hand, will point out the inaccuracies in his remarks.

He asserts that he received my report on the 14th instant, whereas he actually received it on the 13th instant, and for the sake of verifying my statement I enclose the official form received from him and which reads as follows:—

"Sanitary Board Offices.

"Hongkong, May 13th, 1898.

"SIR,—I have the honour to acknowledge the receipt of your communication of the 13th instant, and beg to inform you that the matter shall receive immediate attention.—I am, Sir, your most obedient servant,"

(Dr. Clark's signature.)

"Geo. Williams, Esq."

Now, sir, you will note that Dr. Clark's letter is dated the 13th instant, and it acknowledges the receipt of my communication of the 13th inst. Therefore I cannot understand why he states he received my letter on the 14th inst. My letter was entered in a chit book dated the 13th, and it was duly received and signed for on that date. That is misstatement number one.

I did not state in my letter to the press, "that the women were not taken away until 9.30 p.m. on the 15th instant." If you read over my letter you will note that I said they were removed on Saturday night at 9.30 p.m., that day being the 14th instant. Misstatement number two.

I distinctly mentioned in my letter, "reported it Dr. Clark on Friday at 12.30 p.m., 13th instant." I may have made an error in dating the letter in question as the 14th inst., but my chit book and the reply from Dr. Clark are dated the 13th instant, which proves his inaccuracies.

The house was disinfected on the 15th.

I leave your readers to form their own conclusions in the matter, and whether it is "utter

drivel that is written over noms de plumes," as Dr. Clark states:—"I am, sir, yours, &c.,

GEO. WILLIAMS.

Hongkong, 20th May, 1898.

[We have seen the reply of Dr. Clark, quoted above. It is a printed form, and the date filled in is as stated by Mr. Williams, the 13th.—Ed. D.P.]

PUBLIC LATRINES AND FREE BATHS.

[TO THE EDITOR OF THE "DAILY PRESS."] SIR,—The Honourable Mr. Ormsby's suggestion of free public latrines for the Chinese deserves the warmest support of every citizen of Hongkong. The sum asked for is a very modest one, \$3,600. Don't you think he could suggest that another \$3,600 may be added for "Free Baths" for the Chinese, then we should kill two birds with one stone. The Chinese in this colony are showing strong tendencies to habits of cleanliness in their social life and I think every encouragement should be given them.—Yours, &c.,

CLEANLINESS.

Hongkong, 20th May, 1898.

FINANCE EXTRAORDINARY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The Indian Government, at the behest of interested parties, is plunging deeper and deeper into the slough of restricted currency, a slough from which they may now emerge without bringing the country to the verge of bankruptcy, but which if further entered may end in a greater Indian Mutiny than that of 1857 and one that will tax all the resources of Great Britain to suppress, not to mention the cost of it.

Do the present Indian financiers believe that the policy of robbing Peter to pay Paul can be more successful in India than is found to be the case in daily life all the wide-world over. Such a policy is morally wrong even where the persons representing Paul have a debt due to them, but when the money taken from Peter is not really due to Paul it is a very dishonest action; further, when Peter is in a position of poverty and his little all is taken from him to pay a wealthy Paul it is worse than dishonest; it is an iniquitous and a mean act. The effect of the Restriction of the Coinage Act is to rob the poor native in order to pay what is fleeced from him to the wealthy official classes and to the wealthy bond-holders.

It is not only an iniquitous proceeding, but it is likewise a crazy proceeding, for it has failed to effect the purpose intended; the rupee would keep up better were the mints thrown open to free coinage, as before. Its only effect has been to depress trade and make money tight, a result felt all the world over, and not confined to India.

The latest act of lunacy has been the melting down of a large amount of the already restricted quantities available for currency purposes and the advancement of the plea that the Restriction Act was passed too late to effect its purpose. After this we may expect anything, except common sense, from the financial geniuses directing this strange freak.

Surely if a sense of honesty in dealing with the already heavily burdened native will not enter into the confused brain-boxes of these idiotic financiers the cry of the mercantile classes for the means wherewith to conduct their business transactions will awaken them to a sense of the rock ahead, which they are steering for to the best of their ability, under the impression that it is a land of promise.

A DESCENDANT OF INDIAN OFFICIALS OF THE OLD SCHOOL.

Hongkong, 26th May, 1898.

THE VASCO DA GAMA CELEBRATIONS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The Portuguese community of Hongkong is by far the largest of the kind in the Far East, yet it is the community that did the least in the matter of the Vasco da Gama celebration. The plague is ascribed as the reason for the non-celebration. How many Portuguese

have this year been victimised by the plague here? Surely not even ten. As there is a daily gathering at the Roman Catholic Cathedral, in spite of the inadvisability of overcrowding, might not a Te Deum, at least, have been sung in honour of the celebration, as was done on Her Majesty's birthday? But nothing was done beyond the hoisting of a flag at the Club Lusitano, an informal and very sparsely attended meeting at that Club, and the despatch of the telegrams mentioned in your issue of this morning. Those telegrams, strange to say, were sent without the cognisance of most of the club's members, to say nothing of the Portuguese community, in whose name they went. No express was issued, no notice posted at the club even, convening any meeting. The Centenary Committee at Lisbon was nevertheless wired to the effect that the Club Lusitano associated in the national jubilee, and the King saluted too by wire in the name of the Portuguese. One would fain disbelieve that it was all a delusion; still it was nothing but such, unless Consul Romano happened to be the community, just as Louis XIV. was the state himself.

It is high time that the community should cease to be trifled with in this manner; it has interests to promote, prestige to maintain, instead of being thrown in the shade by the Portuguese community of Shanghai, whose splendid literary and musical achievements at the centenary fête may well serve as a lesson as to what may be done by a gifted and united community guided by a sensible and popular representative.—Yours faithfully,

NONENTITY.

Hongkong, 26th May, 1898.

WANTED A FOREIGN SECRETARY.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Surely the Secretary of State for Foreign Affairs of a country like Great Britain should make himself acquainted with the rudiments necessary to the proper conduction of those affairs. Lord Salisbury has at last shewn his hand and explained how it is that British interests in the Far East have for so many years been allowed to go to the dogs. Renter informs us that the noble lord has publicly declared that he does not and will not believe that a nation of 400,000,000 brave people has completely collapsed. Further comment is unnecessary. Massacres of missionaries and women and children by these brave people, are trifling incidents which carry no meaning with them; cessions of territory by the hundreds of square miles, to be followed in the near future by cessions of thousands of square miles—leases they are called, for convenience; lying, trickery, thieving, all these are trifles, or possibly indications of bravery, since bravado is to pass for bravery. Should these lines meet the eye of the noble lord, an improbable thing, I should like to inform him that China is not a nation of 400,000,000, but a conglomeration of people of about that number. They are of course brave people, since his informants have told him so. What I should like to know is, where he gets his information from. Is it from the Chinese Legation in London, the London office of the I. M. Customs, or from permanent secretaries in the Foreign Office beholden to them?

DISGUSTED BRITISHER.

Hongkong, 26th May, 1898.

THE VASCO DA GAMA CELEBRATIONS.

The fourth centenary of the discovery of the sea route to India by Vasco da Gama was celebrated with great enthusiasm by the Portuguese residents at Shanghai, notwithstanding that the weather was not altogether favourable. The aid of the Municipal Council was asked and that body voted Tls. 1,000 to the funds. The French Municipality also assisted in the decorating and illuminating of the French bund. On the 17th May the Portuguese flag was hoisted at day-break at the Consulate in North Szechuen Road, an amateur band subsequently parading the principal streets in Hongkew to the Club de Recreio playing the National Anthem and the hymn of the centenary, whilst the Portuguese banner floated from the

masts of most of the ships in the harbour and from the business premises and houses of many leading merchants and residents. In the afternoon a solemn Te Deum was sung in St. Joseph's Church, French Concession. Almost every member of the diplomatic and consular bodies was present, also Tsai Taotai and Mr. Cheng (Mixed Court Magistrate), together with the officers of various men-of-war, the local volunteers, and the fire brigade. The service over, Señor Valdez, the Portuguese Consul-General, held a reception at the Club de Recreio and a large number of residents transmitted through him their congratulations to the King of Portugal.

On the evening of the 18th an entertainment was given at Chang Su-ho's Garden, which included dancing and a performance by a troupe of native actors.

On the evening of the 19th a literary and musical entertainment was given at the Astor Hall, the literary items being as follows:—"Hymno Vasco da Gama," written and composed by Portuguese amateurs in Shanghai; Discurso D'Abertura—Pelo Sur. Joaquim Maria Travassos Valdez, Consul Geral de Portugal; Vasco da Gama e a Humanidade—Poema Pelo Sur. Luiz A. Lubeck; The influence on China of Vasco da Gama's discovery as seen in works of the Ming Dynasty—Discurso pelo Sur. Dr. J. Edkins; Vasco da Gama—Poésie, Pelo Sur. L. de Gieter; Descobertas dos Portuguezes e seus effeitos—Discurso pelo Sur. Adelino Diniz; The Influence of Vasco da Gama's discoveries and travels on the trade of Europe—Discurso pelo Sur. P. G. von Möllendorff (read by Mr. Fischer in the unavoidable absence of the author); Vasco da Gama, a Eulogy and a Defence—Discurso pelo Sur. C. E. de Lopes e Ozorio.

On the evening of the 20th, says the *N. C. Daily News*, the decorations on the Bund were seen to the greatest advantage, there being no wind to interfere with the thousands of coloured lanterns that were festooned along and across the roadway. Crowds of Chinese thronged each side of the road, gazing in wonderment and characteristic absent-mindedness on the scene which presented itself. Our Portuguese fellow-residents certainly have displayed great loyalty and patriotic spirit throughout, and the fourth centenary of Vasco da Gama's courageous expedition has been commemorated by them to the full. Several streamers were spread from side to side of the Bund displaying the significance of the celebration to the Portuguese, whilst the general effect produced from the myriads of particoloured lanterns, delicately festooned between Venetian poles and linked with national colours and emblematical devices, amounted almost to a *peinture* of the severely criticised "feast of Oriental splendour."

At Macao, on account of the plague, the celebrations were on a small scale as compared with the elaborate programme originally prepared. On the 17th a Te Deum was sung in the Cathedral. On the 18th alms were distributed to two hundred poor persons. On the 19th a bronze wreath was placed on the bust of Camoes, when patriotic speeches were made by H.E. the Governor and Senhor Horacio Poiarés. On the 20th the foundation stone was laid for the statue of Vasco da Gama, when H.E. the Governor made another speech, being followed by Senhor Ovido d'Alpoim, who described some of the more dramatic episodes of the first voyage to India. The military band was present at all the functions, and in the evening played in the S. Francisco garden. All the public offices and a number of private establishments were illuminated in the evenings.

At Hongkong owing to the plague the proposed festivities were abandoned, or postponed *sine die*, but Senhor Romano, as President of the Club Lusitano, sent the following telegram:—"Indian Centenary Commission, Lisbon. The Club Lusitano associates in the national jubilee." In his capacity as Consul-General Senhor Romano also sent the following telegram:—"The King, Lisbon. The Portuguese salute Your Majesties on the occasion of the national jubilee." To this the following reply, signed by Conde Arnosa, was received:—"Their Majesties thank you much."

THE RECTIFICATION OF THE KOWLOON FRONTIER

We learn from Peking that the convention for the rectification of the British frontier at Kowloon—by including the strip of coast from Deep Bay to Mirs Bay—was to be signed immediately upon the return of Sir Claude MacDonald to Peking.—*China Gazette*.

THE BRITISH RAILWAY CONCESSIONS.

The first of the Shanghai papers to get information of the railway concessions to the syndicate represented by Messrs. Jardine, Matheson & Co. and the Hongkong and Shanghai Bank was the French paper *L'Echo de Chine*, which presumably obtained it through French official sources. The first mention of the matter appeared in the issue of the 16th May in the shape of a short paragraph, which displayed only partial knowledge, but in the issue of the 17th fuller details were given. From the fact of no inkling of the negotiations having leaked out before their conclusion it would seem that they must have been conducted with unusual secrecy and adroitness. We translate our contemporary's statements and comments as follows:—

16th May.—"Messrs. Jardine, Matheson & Co. have purchased on account of an American (*sic*) syndicate the Shanghai-Woosung line and have obtained the concession of the Soochow-Shanghai line, the Canton-Nanking line, and, which is a more grave matter, the Canton-Kowloon line. We give the last part of this news under all reserve."

17th May.—"We are now able to give some further details in connection with the important news that we published yesterday. Messrs. Jardine, Matheson & Co. and the Hongkong and Shanghai Bank have obtained the concession for the railway from Shanghai to Soochow in return for a loan of £1,000,000 bearing interest at 6 per cent. The Bank is to have $\frac{1}{2}$ per cent. on the handling of the funds, and the direction also $\frac{1}{2}$ per cent. The Board of Directors is to be composed of six Europeans and two Chinese. The contract, which was signed on Friday, 13th inst., has a duration of ninety years. The concessionaries have the privilege of continuing the line to Chiukiang and Nanking. At the same time the Chinese authorities concede to the same parties the Woosung line against payment of the sum of Tls. 500,000. It is evident that the purchasers engage to respect contracts already entered into, it being understood, however, that all future purchases are to be made in England. We may permit ourselves to remark on the easygoing way in which the Chinese seem to run towards bankruptcy. We do not know the rate of issue of the loan, but if the Chinese have been treated as in the Anglo-German loan the lenders will have nothing to complain of."

THE NOTES FORGERY.

PRISONERS SENTENCED.

The charge against the two Germans, Heinrich Grosse and George Schultz of having on the 27th April used forged banknotes to the value of \$2,550, all on the Hongkong and Shanghai Bank; and of having in their possession an instrument for committing forgery, came before the Chief Justice at the Singapore Assizes on the 16th May. There was a large attendance in court, and the outcome of the trial was awaited with manifest interest. Asked to plead, both men admitted their guilt, and endeavoured to minimise their offence by stating that they were led to forge the notes by a third party in Germany by whom they were promised a good share of the profits of the undertaking.

SENTENCES.

Sentence was postponed until the 17th, when both prisoners appeared in the dock downcast and nervous.

Addressing them, His Lordship said: Heinrich Grosse and George Schultz, you pleaded guilty yesterday to the charges brought against you of using forged notes. In the statements which were made, you admitted that those notes had been forged by you in Germany about October or November last. The idea appears to have been suggested, first by Grosse, that money might be made by manufacturing for-

own paper money, and bank notes of several Eastern banks were obtained by Grosse. At that time it was decided to go to work on notes of the Hongkong and Shanghai Bank and a lithographer was employed. A notice was put into the newspapers, and Schultz answered the advertisement, and he was engaged on an agreement at 50 marks per week. Schultz, however, when he was aware of the nature of the work declined, but his scruples did not last long. You, Schultz, insisted upon being granted a share of the profits of the undertaking in consideration of the great risk you ran, and it was agreed that you should receive 40 per cent. of the profits, while you Grosse, were to get 60 per cent. Another person who had advanced funds for the undertaking received a promise of notes for 30,000 marks to be paid out of the first profits. And then you two men set to work manufacturing these notes, and finally you started in March last for China with the intention of changing these notes at the various ports. But you were arrested at Singapore, where notes to the value of \$221,000 were either found with or traced to you, while money in gold, Bank of England notes, and jewels, were also found in your possession. These are the facts of your case as admitted by yourselves. You have therefore carried on this great fraud in a most systematic manner, as if it were an ordinary business transaction. The only thing that can be said for you is that you have made an admission of your guilt. I sentence you Heinrich Grosse to penal servitude for a term of 10 years, and you George Schulze to penal servitude for a term of 8 years.

His Lordship's remarks having been interpreted to the prisoners, they asked whether they could appeal to a higher court.

The Judge—No, the law does not allow any appeal.

The two men, who were without doubt surprised at the heaviness of the sentences, were then removed to the cells.—*Straits Times*.

THE RIOT AT SHASI.

On board the steamer *Kuling* off Shasi, 10th May, 1898.

We left Ichang last night and at 8 this morning steamed past the ancient pagoda which marks the downward approach to the swamp-surrounded city of Shasi. As we rounded the bend preparatory to hauling up to the China Merchants' hulk, moored below the town near the new Customs buildings, no trace of hulk nor of the houseboats in which were domiciled the British Consul and the Customs outdoor staff, was visible; nothing but a column of smoke rising above the glassy surface of the river marked the spot where the hulk once lay; and on shore the charred ruins of the newly-erected, imposing Customs buildings and of the Japanese Consulate and the China Merchants' late offices showed but too truly that another Yangtze riot had taken place. A dense blue-coated mob lined the river banks but the water at this spot usually alive with traffic was a desolate waste. The British Consul we knew to be absent, but where were the Commissioner Mr. Neumann and his staff? As soon as Captain Grayson had brought his vessel's head up-stream, a boat put off from the shore, and we learnt that at dusk yesterday a Hunanese mob had sacked the place, the Commissioner with his men had fled down river, the Swedish mission and the China Merchants' staff across to the opposite shore, while the Japanese were said to have escaped in Chinese dress and taken refuge in the Taotai's yamen. So much was sure, that no lives had been lost and the apprehension we had suffered from until this news was known was thereby happily relieved.

The *Kuling* now set out to find the refugees and steamed across to the south shore and thence down river. We soon noticed a sampan from which a white kerchief was being waved, and from it picked up the Swedish missionaries, Mr. and Mrs. Ryden and Mrs. Tgellström with two children, amahs, and "boys." They had passed the night in the sampan crowded up with five boatmen. They told us that on seeing the flames of the burning buildings (their mission is on the river bank, half a mile higher up), the neighbours came and urged them to flee and helped them to carry down to their boat a supply of most needed clothing and food. They thus

got away totally unmolested but when their "boy" returned for a further supply, the mob were already looting the place. Still the mission buildings were not set fire to, indeed, they do not appear to have been touched at all by the Hunanese, who seem to have marked out for vengeance solely the Customs and steamer establishments. We next picked up a boat crowded with the crew of the China Merchants' hulk, Ningpo men and Cantonese, who seem to be particularly obnoxious to the Shasi mob and so had fled in terror of their lives. We could learn little from them; the affair had been so sudden that they had barely time to bolt when the rioters rushed on board. Meanwhile we anxiously enquired: "Where are Mr. Neumann and the Customs' staff?" "Down river" they replied, and on we went.

At length a Chinese gunboat was discerned putting out into the stream and as we rapidly steamed towards it, we descried a white speck in the crowd of blue-coated natives in which we soon recognised the familiar white waistcoat covering the portly form of the jovial commissioner. But Mr. Neumann, as he came on board, was in no jovial mood: he had not yet recovered from the narrow escape he had gone through on the previous evening, and from a night afloat with nothing but the clothes he stood in. With him were Messrs. Sharples and Jobst and from them we learnt how sudden and unexpected was the attack made upon them and in how determined a manner the rioters had carried it out. They rushed the house, axes and spears in hand, gongs beating and drums rolling, and with shouts of "*Sha yang jin*" (Slay the foreigners) broke in the doors and windows and proceeded to loot the rooms and fire the building. The three Europeans, armed with two revolvers, literally backed step by step holding the crowd at bay from the house down the bank to the boat in which they ultimately escaped.

The mob at Shasi have always been a terror to Europeans ever since the port of Ichang was opened and the passing steamers called there for passengers. I myself have on more than one occasion been badly hustled there and pelted with brickbats. In January of last year, Mr. Neumann, with two members of the Lyons mission, while walking in the adjoining country were severely pelted; Mr. Neumann was badly cut about and narrowly escaped serious injury. Fortunately the Chinese are not adepts in stone-throwing, otherwise more than one fatal result would have to be deplored. This last outbreak with a gunboat lying in the neighbouring port of Ichang, while the frequent complaints made to British Consuls have passed unnoticed and those unprovoked insults have remained unavenged, is but the natural outcome of our *laissez faire* policy in China, of which we are now reaping the inevitable reward.

The ostensible origin of the riot was a quarrel, on the preceding day, between the watchman on board the China Merchants' hulk and a Hunan boatman who had misconducted himself on board. This man summoned his comrades to avenge him, and on the following day the agent of the China Merchants' Company endeavoured to compromise the matter, but all offers of money compensation were loudly refused and the mob, called together by a gong, immediately set about destroying the hulk by saturating it with kerosene and then setting fire to it. The hulk, one of the old Foochow teak-built gunboats, burnt slowly and thus we were able to witness its smouldering remains twelve hours after it had been set fire to. Another detachment of the rioters proceeded to the premises on the shore opposite occupied by the Company, thence to the Japanese Consulate adjoining, and from there to the Customs' buildings, also close by. At the same time the large houseboat in which resided the outdoor staff, was burnt; the houseboat in the occupation of the British Consul, which was moored alongside, escaped by the prompt action of the Consul's boy and crew, who cut the boat adrift and slipped down stream before the rioters had time to board her. Mr. Clennell himself was fortunately away.

The new Custom house was a large handsome building dominating the town by its height and size and was just completed. Mr. Neumann had moved in from the junk upon which he had been living since the opening of the port (a year or more ago) only nine days before, barely time to congratulate himself on

the acquisition of the commodious shore residence so soon to be prey to the flames, which he had so painstakingly erected. As the mob arrived and, having scaled the verandah, commenced to batter in the doors and windows, Mr. Neumann, alone and unarmed, was in a most perilous position. Fortunately, Messrs. Sharples and Jobst came quickly to his rescue, revolvers in hand, and the three succeeded in beating a retreat, as above described, before the mob had time to pluck up courage to proceed to further violence than yells and brickbats. They all describe it as an extremely narrow escape and a terrible experience. They all have nothing but the clothes they stand in, and, as they purpose remaining afloat near the spot, under the protection of the Taotai's gunboats, they were glad to be temporarily fitted out with such articles of clothing, etc., as the *Kuling's* passengers could spare them. The Taotai himself appears to have been seriously alarmed about the fate of the Foreign Customs officials; he set out at 3 a.m. this morning to come down river and find them and has left them his gunboats; his soldiers, as usual, were perfectly useless in checking the rioters; some fifty men put in an appearance when it was too late, but had they been on the spot at the beginning those Hunan "braves" would have been equally ineffective; no one seems to possess authority to order them to fire on a mob, even supposing they would obey such an order.

As to the remoter causes of the riot, these doubtless are to be found in the prospective opening of Yochow and Hunan generally to foreign trade, and in the taking over of the likin by the Foreign Customs. The former measure can be successfully brought about by a proper exhibition of firmness, but the latter measure is, I fear, likely to prove a source of serious trouble for a long time to come. Thousands of needy and incompetent officials have to be displaced and when men, even Chinese, are forced into starvation, they are apt to become rioters. But the root of all trouble in the Yangtze Valley are the Hunanese. These people fondly imagine that they have succeeded and can still succeed in keeping the defeated foreigner at bay, even if, as it is said, they have ceased to detest his work—and this root should be attacked and overcome once for all if peace is to reign henceforth in this region. Years ago Mr. Consul Gardner begged the British Government to let him proceed from Hankow to the Tungting Lake in a gunboat and there and then throw open a port in Hunan. The British Minister of the day wanted peace, and the successive riots of 1890-91 were the result. Will half measures or no measures again be the order of the day? This is the question the residents in the Yangtze valley are now anxiously asking.

A pleasing feature in this riot, and one noticeable in other riots, is the faithful conduct of the Chinese servants towards their employers. Mr. Neumann's clerk, a young Foochow man named Kuo, at the peril of his life rescued \$260 and the Customs seal from the safe, while the rioters were breaking into the building and while his own house adjoining was being burnt and his wife and child were flying. The servants of the Swedish mission succeeded in carrying off some clothing and tinned milk for the children while the mob were looting the house, and bravely assisted their mistresses to flee to the boat.—*N. C. Daily News*.

THE SHASI RIOT AND CHANG CHIH-LUNG'S MOVEMENTS.

Shanghai, 18th May.

The recent unfortunate riots at Shasi will interfere with H.E. the Viceroy Chang's present plans of going up to Peking, as the new port being under H.E.'s jurisdiction it is necessary that he should be on the spot to settle matters before resuming his journey northwards. It is therefore very likely that H.E. will return to Wuchang in his despatch vessel, the *Tsutsai*, to-morrow, the 19th instant.

20th May.

According to reports circulating amongst the local mandarins the instructions received by H.E. Viceroy Chang from Peking to return to his post at Wuchang were motivated by the alarmist news received by the Tsungli Yamen from the Chinese Minister at Tokio, that Japan

was going to send a small squadron to Shasi to exact reparation from China for the destruction of the Japanese Consulate there. Later news, from Shasi, points to an early and peaceable conclusion to the recent disturbances there, the details of which can easily be settled by the present acting Viceroy and Governor of Hupeh, H.E. T'an Chi-hsun. To this end H.E. Viceroy Chang has telegraphed to Peking asking for further instructions whether he should return to Wuchang, or proceed to Peking as originally planned.

21st May.

H.E. Chang Chih-tung started yesterday morning on his return to his post at Wuchang, where he will have to settle the recent Shasi trouble, and it is very doubtful now whether he will go to Peking at all.—*N. C. Daily News.*

STEAMERS ON THE INLAND WATERS.

Circular dispatches have recently been received by the Taotais of all Treaty ports from Tsungli Yamen, notifying the promulgation of an Imperial edict dated the 24th day of the 3rd moon (13th April) granting permission to use steamers in all inland waters, without restriction, in order to extend business facilities to the mercantile community of the Empire. The Imperial edict above noted is now being disseminated amongst the local authorities throughout the Empire and an impetus to inland trade will doubtless be the result.—*N. C. Daily News.*

THE STRANDING OF THE "AMARAPOORA."

The steamer ashore on the S.E. Promontory is, as we have previously stated, the *Amarapoora*, an iron screw steamer of 1,619 tons net register, and 300 horse-power. She was formerly owned by the British and Burmese Steam Navigation Company, and was for years engaged in the trade between Glasgow and Rangoon. The *Amarapoora* was on a voyage from British Columbia to Taku, with a cargo of railway ties and timber. She left Moji on the 3rd May, and more or less foggy weather was encountered until, on the morning of the 7th, the master and second officer being on the bridge, she stranded shortly before 1 a.m. on the Pinnacle Rocks, about 2½ miles from the S.E. Promontory light. The crew remained by the ship until the morning of the 8th, when they landed and were taken in by the light-keepers Messrs. Eccles and Johnson, by whom they were treated with every kindness. In fact, all the crew, officers and men, say that they cannot sufficiently express their appreciation of the great kindness shown during their week's sojourn in this isolated spot. The wreck was visited on the 10th by H.M.S. *Algerine*, which had been sent down from Chefoo by the Admiral to render any assistance, but none being required she returned to Chefoo. H.M.S. *Phoenix* also looked in on the morning of the 14th on her way south. The Indo-China Company's steamer *Eldorado* left Chefoo on the morning of the 14th with instructions to take the crew off and convey them to Shanghai. She arrived there just before dark and her signals were fortunately made out by the people in the lighthouse, and she proceeded as close as possible to the wreck and anchored. One of the *Amarapoora*'s boats, with the chief officer and several men, came alongside and it was arranged that the whole of the crew, with the exception of the master and second engineer, who with the managing owner and his wife, remain by the wreck, should be transferred to the *Eldorado*, which was effected before midnight and the ship proceeded on her voyage to Shanghai. At the time of leaving the wreck, she had about fourteen feet of water in the holds, but it is thought that her bottom is not badly damaged. She lies in a very good position, with about 2½ fathoms of water under her stern, and if the weather keeps fine and prompt measures for her salvage are taken, very little difficulty should be experienced in floating her, especially when the nature of her cargo is taken into consideration. About 1,000 ties had already been jettisoned,

leaving 5,000 in the ship, together with about 100 large balks of timber. The captain and owner are expected in Shanghai in the course of a day or two, as soon as Lloyds' agent in Cheoo has visited the wreck, when an official enquiry into the cause of the stranding will probably be held. The officers and crew particularly wish to convey their thanks to the keeper of the S.E. Promontory lighthouse, and to Captain Tamplin and his officers for the kindness these gentlemen extended to them.—*N. C. Daily News.*

THE SUGAR TRADE AT KOBE.

COMPETITION OF GERMAN BEET.

The following is an extract from the "Report upon the trade of Kobe" for 1897 issued by the Hiogo and Osaka General Chamber of Commerce:—

HONGKONG REFINED.

Sugar.—A considerable increase is shown in the sales of Hongkong Refined Sugars, which amounted to 622,341 piculs during 1897 against 378,456 piculs in 1896. Price taken all round, remained very steady throughout the year though for some qualities very low prices had to be accepted to meet the competition of German Beet Sugars, imports of which shewed a large increase over the quantity imported in 1896.

GERMAN BEET SUGAR.

Imports during the year amounted to about 202,000 piculs against 108,000 piculs in 1896.

Prices for granulated fluctuated between yen 7.50 and yen 8.00 per picul, the higher values being to some extent the result of enhanced rates of freight from Home, consequent upon scarcity of tonnage.

This state of things, coupled with cheap offers of Hongkong Sugars may be said to have greatly interfered with business in German "Beet" during the greater part of the period under review.

The year closed with stocks sufficient for some months to come.

BROWN SUGAR.

Imports during 1897 amount to 194,500 piculs against 136,000 in 1896. The market opened strong at the beginning of the season, but, owing to somewhat heavy arrivals, speedily fell away to below Manila values, which were well maintained throughout the season. The demand usually arising in the autumn was comparatively slight this year owing to the general scarcity of money and it was only towards the end of the year that the local market shewed activity and firmness. Stocks on hand are small.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 7th May.

The welcome political lull continues, and as far as outsiders can gauge the situation, the Tsungli Yamen is having a little rest. The evidence of the recently published Blue-book is eagerly awaited, since Reuter told us it showed clearly the acuteness of the struggle in Peking. In Tientsin, where Li's friends are plentiful as autumnal leaves in Vallombrosa, the conviction is wide spread that that astute timeserver has wholly gone over to Russia; he is held by the Chinese chiefly responsible for everything that has happened since the recession of Liautung by the Japanese. Even his former followers deplore his Russophil tendencies now, though six months ago they indignantly denied he had them. It is a curious fact, considering the big place he has so long occupied in the foreign policy of China, that so little attention has been given to his foreign environment: a more steady examination of his private foreign friendships would easily account for his anti-British bias. British official folk pay little attention to these matters; it is nobody's special business and is, so to speak, beyond the ken of the F. O.; but other diplomatists are more wary, they stand by to take advantage of the private influence of their fellow countrymen, and do so to our detriment. Chang Chih-tung illustrates the same state of affairs.

Sir Claude Macdonald passed through Tientsin en route for Korea this week. No special interest is attached to his visit, indeed the fact that he can leave Peking at all is regarded

as unequivocal evidence that the tension of diplomatic affairs has relaxed. Some put his absence down to the formal taking over of Weihaiwai!

Prince Henry's visit is the next metropolitan excitement; but these continued postponements of the function show that grit has somewhere got in among the wheels. As a working hypothesis one might safely put the difficulty down to the personal prejudices of the Son of Heaven. His Majesty cannot and does not like this sudden reversion of the traditional axioms of Imperial education and etiquette—that he is and must receive Prince Henry as an equal. As a matter of fact it is a very big break with the traditions and conventions under which he has grown up, and some indulgence is due before we condemn off-hand the outburst of rage with which he received the suggestions of the Grand Council of an etiquette suitable to the occasion. Mark Twain's Yankee at the Court of King Arthur was insignificant itself in comparison to a European Prince at the Court of Peking. The Chinese up here have fixed their attention on the gorgeous yellow chair which His Royal Highness the German Admiral has had made in Canton; and if one may judge of their real sentiments by their gibes and flouts, they really don't like the innovation. A foreigner in a yellow chair in Peking is about as great an anomaly as the celestial mind can conceive. The officials here all maintain that Prince Henry's continued absence is due to the fact that Germany has made still more exacting demands on China; and that he won't come until assurance is given that these demands will be met. I may add that in this matter our Tientsin officials are probably not well informed.

His Highness is to make a very brief stay with us, so short indeed that he will be unable to accept the joint festivity with which German and British residents meant to honour him.

The new port of Ching Wang is exciting considerable speculation up here. It seems to be by no means settled that Tang-ho, which marine hydrography seemed to point out as the only possible place, will be the harbour. At whose initiative it is going on I can't say, but an attempt is being made to hark back to Pei Tai Ho, our new summer resort. Mr. Harding, one of the hydrographic experts in the Customs Service, has been up there taking soundings and tidal surveys, and it is overtly advocated that, even if the treaty port cannot be made at Pei Tai Ho, it might be found expedient to include the latter within its limits and so confer on the foreign population the privileges we enjoy here—the right to hold land, sanitary and police control, &c., &c. It is quite possible that some explanation could be given by a wealthy syndicate of Chinese with which one or two influential foreigners are associated. This syndicate has bought up land and foreshore by hundreds of acres, and is keen to profit by its supposed prescience. One thing is pretty certain, if Pei Tai Ho is to advance as a seaport it will recede as a summer sanatorium. The chief objection to Chefoo is the filthy native city and the pollution of the water by many craft. It is devoutly to be wished in the interest of the whole coast of China that the curse of the land-grabber will not settle down on the new Tientsin departure. The local wag suggests the importation of a few Irishmen as a remedy.

Last week a conference was held on Pei Tai Ho affairs, and arrangements were made by which the greater comfort of the visitors will be secured and the fiscal combination of natives against foreigners be met.

We have to chronicle a welcome development in the social amenities between Peking and Tientsin. Formerly a journey to the capital was either a wearisome boat affair of five days or an equine feat lasting two days and involving breakfast at the mantelpiece; under these circumstances the communities saw very little of each other. The gilded youth and old pachydermatous sports would occasionally visit each other's Olympiads, but, thanks to Mr. Claude Kinder and his staff, the Railway has changed all this. We can now tiffin at the seaboard and dine in the capital. Ladies can go to dances and all but interchange afternoon tea visits. The days are coming when even children's parties will be common to both cities. The first formal recognition of the new state of affairs

took the form of a cricket match in which the Metropolitans defeated the Provincials by 196 to 121.

The victory was unexpected, and Tientsin is longing to wide it out by another match in which it hopes luck will be eliminated; *mais nous verrons*. As a matter of fact the success of the Peking eleven was thoroughly well received and deserved; it was felt to be but a proper reward to their enterprise and pluck. The visit was made a social festival in Tientsin, which spread itself in the hope of persuading Peking to an *encore*. For the home side the Captain (Mr. W. Fisher, formerly well known as a fine "bat" in Hongkong and Shanghai) made the top score, 43, and Mr. H. Hunt 24. For the visitors Mr. Oliphant hit up 59 in most dashing style, while Mr. Bax-Ironside (Captain) contributed a most careful 20. Mr. Gwynne 26, Mr. Barton 25, while Mr. Tours took 6 wickets for 43 runs. The next duel between the Communities concerns tennis and will come off before the hot weather. Peking unfortunately has no cricket ground, though we have heard of possibilities in the neighbourhood of the Temple of Heaven. A cricket match under the shade of this fane would be a topsy-turveyism fit for Mr. W. S. Gilbert's pretty wit.

HONGKONG.

Further despatches from Manila during the week announce the continuance of the blockade by the Americans, and there is not likely to be anything very special to report until the arrival of the troops from San Francisco. In the meantime the condition of the Spanish soldiers, who do not get enough food, is described as deplorable. Tuesday—the Queen's birthday—was observed as a general holiday. There was a liberal display of flags and bunting, and in the evening there was a review of troops at Happy Valley. A prisoner undergoing ten years' sentence in the gaol escaped last Saturday and was re-captured on board the Macao steamer just as she was about to leave her mooring. The second gymkhana of the season came off on Saturday. The Portuguese Ozorio, who is charged with murdering Mr. Jesus, again comes before Commander Hastings next Wednesday.

H.M.S. *Humber* left for the North on 20th May with stores for the fleet.

There were 1,836 visitors to the City Hall Museum last week, of whom 150 were Europeans.

We hear that the leave of all military officers in this colony has been cancelled. It is presumably thought inadvisable to grant any further furloughs at the present juncture of affairs.

It is notified in the *Gazette* that the Companionship of the Order of St. Michael and St. George has been conferred upon the Hon. J. H. Stewart Lockhart, Colonial Secretary of Hongkong.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the Manager of the Company's mines in Pahang:—"Prospects at the 300 foot level are encouraging."

Tsang King, the quarry farmer, was severely dealt with at the Magistracy for trespassing on the 17th inst. Defendant's men were found quarrying on the south side of Tai Kok Sui in two places. He was fined \$50 for each offence.

A *Government Gazette* extraordinary was issued on the 27th May containing a proclamation by H.E. the Acting Governor extending for a further period of six months the prohibition of the export of arms from the colony.

On Wednesday night Gunner Stockings, one of the newly-arrived Artillerymen, fell from the balcony at Victoria Barracks and was picked up unconscious, remaining so until yesterday morning. He sustained serious injuries.

The police continue their raids on gamblers. On Sunday Detective Hanson and Detective-Inspector Moffat visited two houses in Bridges street and Heang lane, nine men being arrested in one case and ten in the other. One man who attempted to escape by jumping from a first floor window broke his ankle, and Commander Hastings, thinking he had been punished enough, discharged him. Four were fined \$50 each and the rest \$2 each.

The 25th Company Eastern Division R.A., consisting of 149 rank and file, arrived by the P. & O. steamer *Ceylon* on Wednesday afternoon. The officers are Major W. Morris, Capt. W. Thwaites, Lieuts. M. L. Wilkinson, W. Loring, and R. A. Castle, and 2nd Lieuts E. W. Brown and A. R. Hudson.

Messrs. Jardine, Matheson & Co. inform us that they have received a telegram from the Board of Directors of the Indo-China Steam Navigation Co., Limited, stating that the annual general meeting of the Company will be held on the 2nd proximo, when a dividend of 10s. per share will be declared on last year's working.

The *Straits Times* of the 16th May says:—Yesterday afternoon the *Catherine Apcor* arrived from Hongkong with the quarantine flag flying. An inspection by the Health Officer satisfied him that there was one case of small-pox and two cases of suspected plague. The vessel was ordered into quarantine, and at noon to-day twenty-four rank and file of the police were despatched to St. John's Island, to enforce quarantine.

A post card was received at this office by last mail addressed "Hongkong, or Hiong Kong, or Hiang Kang, British Possession, China, Asia." The card comes from Italy. The writer is not only uncertain himself as to the proper name of the colony, but appears also to have doubts as to whether the geographical knowledge of the Postal authorities would enable them to locate China without mention of the continent in which it is situated.

We learn that the Indo-China S. N. Co.'s steamer *Chunsang*, which left here recently in ballast for Bangkok to load there for Japan, met with a mishap when about two hundred miles from her destination. She broke her propeller shaft and dropped her propeller. The steamer *Queen Adelaide*, which sighted her soon afterwards, took her in tow, and the two vessels reached Bangkok safely on the 19th inst. The *Chunsang*, which sustained no other injury, is to be docked at Bangkok for repairs.

The special correspondent of the *Times of India*, in an account of his tour to the Far East says:—"The vegetation at Hongkong is one of the loveliest things I have seen during this voyage. That of Singapore is marvellous, but admiration is damped by the climate. Enthusiasm in a vapour bath is impossible. At Hongkong zest of admiration is no undue exertion. The climate will allow of it. The botanical gardens there, as at Singapore, are both a sight and a study—only life is too short for the study."

We regret to announce that Mr. J. G. Lyon Webster died from plague at Kennedytown Hospital on 25th May at the age of 28 years. The remains were interred at Happy Valley in the afternoon, the funeral being attended by a large number of Manila residents at present in the colony. The deceased gentleman was in the employ of Messrs. Smith, Bell, & Co., at Manila, and a short time ago he went home on leave. He arrived from England on the 13th May, and owing to the disturbed state of things in the Philippines he was staying here a short time. He developed bubonic fever seven or eight days after his arrival in Hongkong.

The *Siam* (Captain C. Cold, R.N.), which arrived in the harbour on May 13th and left on the 24th for Bangkok, is the first of a new line of steamers owned by the Eastern Asiatic Company, Copenhagen, which henceforth will ply between Denmark and the Far East, Messrs. Arnold, Karberg and Co. being the local agents. The fleet will comprise four large vessels similar to the *Siam* and a couple of smaller ones. Captain Cold has reason to be proud of the vessel of which he is in command. Built in Flensburg she is in every respect of the most modern type, being fitted up with all the latest improvements. She is 385 feet in length, carries 6,000 tons, and her registered tonnage is 2,000. In addition to ample storage room for cargo, she has accommodation for 16 first class passengers, who could hardly desire to be more comfortably housed. There is a fine saloon luxuriously upholstered and handsomely furnished in walnut and maple, while hot and cold baths and a refrigerator are also provided. The *Siam* came out with a general cargo and a full list of passengers, the latter being delighted with the excellent arrangements made for their comfort.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th April, as certified by the managers of the respective Banks, are published:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	\$2,938,719	\$1,500,000
Hongkong and Shanghai Banking Corporation,	\$6,764,001	\$3,000,000
National Bank of China, Limited,	\$ 448,960	\$ 150,000
Total.....	\$10,151,680	\$4,650,000

In the Supreme Court on 23rd May, before Mr. Justice Wise (Puisne Judge), the case of *Kwan Kau v. the Po Wan*, which had been before the court on two previous occasions, again came up for hearing, Mr. Brutton (Messrs. Mounsey and Brutton) appearing for plaintiff and Mr. Francis (instructed by Mr. Holmes) for defendant. Plaintiff is a trader residing at 53, Queen's Road Central, and defendant has a draper's shop in Jervois Street. Plaintiff claimed \$800 deposited by him with defendant. Plaintiff was formerly resident in California, and while there he sent draughts to defendant's firm to be forwarded to his father in China. Defendant denied having received the money. As the case was proceeding, however, Mr. Francis submitted to judgment, and judgment for plaintiff with costs was accordingly given.

Mr. Sydney H. Morse (pupil of Mr. T. V. Twinning) had some excellent amateur talent to assist him at his concert in St. Andrew's Hall, City Hall, on Thursday evening, but unfortunately the attendance was not so large as the programme provided warranted one in expecting. Mr. Morse was himself in capital voice and did full justice to his numbers, which were "Waft her angels" (Handel), "My sweetheart when a boy" (Morgan), "The Macgregor's gathering" (Lee), "Echo" (Lord H. Somerset), and "The carnival" (Molloy). His second contribution was especially well received. Mrs. Vallings sang "Still wie die nacht" (Carl Schum), delighting the audience so much that though encores were not encouraged she had to appear again. She subsequently sang "Whistle and I'll come tae ye, my lad." Mr. C. R. Crispin sang "The wolf" in good style, and Mr. C. H. Lammert gave finished renderings of "Ich liebe dich" (E. Grieg) and "Am Meere" (Schubert). Messrs. C. Mirow, C. Lammert, J. Wacker, and C. R. Crispin sang the quartett "The chapel" (Kreutzer), and Mrs. J. H. Bathgate was down for the following selections on the pianoforte—"Novelette in F." (Schumann), "Lyrischestücken" (Grieg), and "Humoresques" (Grieg), all of which were brilliantly executed. Mrs. Bathgate and Mr. Twinning acted as accompanists.

At the Magistracy on the 23rd May Commander Hastings had before him a seaman named Mo Wa, who was charged with unlawfully assuming the designation of a police constable. A man who acts as cook in a barber's shop in Bridges Street told a somewhat extraordinary story. He said that between two and three o'clock on Saturday afternoon he was in Bridges street when he saw defendant running after a kerosine hawker. He saw him catch him and heard him ask him for money and say, "Give me some money, I'm a detective sent out to arrest kawkers." On the hawker refusing defendant partially exposed a chair leg as if it had been a baton, after which he struck the man in the face. Witness told the hawker he need not pay defendant anything, whereupon defendant ran him into his shop, his master running him out again and scolding him for picking a quarrel with a constable. Defendant caught hold of him and asked him to give him money, and when he told him he had none he searched him and took eight cents out of his pocket. Defendant then struck him with the chair leg which he had in his hand, whereupon witness seized him and gave him into the custody of an Indian constable. Witness added that he knew defendant was not a constable. The hawker and the constable having given evidence defendant was asked what he had got to say. He replied, "I was being beaten by a number of men." He was fined \$200, or six months.

At the Magistracy on 25th May Commander Hastings fined Li Sze, a junk-master, \$100 for "neglecting to go into quarantine while on a voyage from Canton to Hongkong, such port of Canton being a place at which a contagious or infectious disease prevailed." On Monday afternoon defendant sailed round the north side of Stonecutters Island into Yaumati. On Thursday two more junkowners were each fined \$100, on the information of Constable Hammond, for neglecting to go into quarantine, they having come from Canton.

Dr. Clark, the Medical Officer of Health, appeared at the Magistracy on 20th May to give evidence against Shek Kwok Yee, of Gage Street, who had been summoned for not abating a nuisance, of which the Sanitary Board had given him notice, on his premises at Chuk King lane. The doctor said that he visited the premises in question during March, and he reported to the Sanitary Board that they were unfit for human habitation. In consequence notice was served upon defendant to put the premises in habitable condition within 14 days. Defendant had, however, done nothing and people were living there. A fine of \$25 was imposed.

Says "The Moralist" of the *Straits Times*:—The future of the Raub Mining Company is looking very hopeful. The Acting Manager tells us that he expects the next crushing to be even better than the last, which was a record crushing. Then we are told of new discoveries, so considerable as to amount in substance to the discovery of a new mine. Concurrently, everything is being got ready for the electric plant which was ordered some considerable time ago. Further, the completion of the Government cart-road to Raub has cheapened and quickened the transport of the Company. Finally, Mr. Bibby is coming, and he will no doubt stop a week or so in Singapore, and talk, with his usual modest certainty, of the magnificent future that lies before Raub, and the manner in which those twenty square miles will finally make South Africa look small. Mr. Bibby's appearance ought to have a good effect upon the market; Mr. Bibby, after a holiday, ought to be even a more cheerful person than Mr. Bibby longing for a holiday. I think I will hold my few shares for a rise, say to \$50.

MISCELLANEOUS.

A Polo Club has been inaugurated at Shanghai.

People who employ Chinese chiropodists should be careful to see that their instruments are clean. Only a few days ago, a foreigner died at the Shanghai General Hospital from gangrene after having been attended by a Chinese chiropodist. We have known of other cases where people have suffered from the same cause.—*Union*.

The *N. C. Daily News* of the 13th May says:—A report was current yesterday that the Nanking Viceroy had issued an order that no cocoons were to be sold to foreigners this season, and that the Italian Government had protested, and the *Marco Polo* was to be sent to Nanking to enforce this protest. What has really occurred is, we believe, that the magistrate at Wusieh has issued an order prohibiting the compradores of the various firms from employing foreign capital and from insuring, and the order has naturally been protested against. We announced some days ago that the *Marco Polo* was going up to Nanking, and she will leave Woosung for the river on Sunday morning, as originally intended.

A shooting fatality occurred at Nagasaki on Sunday evening, 15th May, at about 8.30 o'clock, in the house of a man named Kelly, who is the proprietor of a beer-shop in Onra. Exactly what occurred is not yet known. Shots were heard, Kelly ran for help, and when some German blue-jackets entered the saloon they found a man named Gannin on the floor in a dying condition. The wounded man expired in a few minutes. Gannin was an American, and in the absence the U.S. Consul, the Vice-Consul, Mr. W. H. Devine, held a Coroner's inquest on the body yesterday. The verdict of the court was that the deceased died in consequence of shot wounds. Kelly was arrested on suspicion of murder and is now in gaol.—*Nagasaki Press*.

From a private telegram we learn that Surgeon Ammen Farenholt, U.S. Navy, son of Commander Farenholt, commanding the U. S. S. *Monocacy*, is assigned to the cruiser *Charleston*, which is ordered to augment the American fleet on the Asiatic Station, and is the flagship of the convoy of steamers carrying 15,000 troops from San Francisco to Manila.—*N. C. Daily News*.

We read in a private letter from Tientsin dated the 14th May, that Prince Henry made no effort to be polite to the Viceroy, his tone towards the Chinese officials being decidedly lofty. That he could be actually discourteous is impossible, but he was undoubtedly right in showing them that he came as the representative of a superior civilisation, and that he did not come to ask the favour even of an interview.—*N. C. Daily News*.

COMMERCIAL.

TEA

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98 lbs.	1896-97 lbs.
Canton and Macao	6,039,514	6,359,656
Shanghai and Hankow ..	15,357,295	19,119,126
Foochow	12,161,708	12,991,258
Amoy	685,651	616,350
	34,243,168	39,089,430

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98 lbs.	1896-97 lbs.
Yokohama	26,890,958	27,574,153
Kobe	15,776,817	11,961,212
	42,667,775	41,635,365

SILK.

CANTON, 13th May.—Tsatlees.—A few small settlements of No. 1 are reported for Bombay at \$520. Nothing has been done for Europe and quotations are entirely nominal. Re-reels.—No business to report. Offers at \$60 and \$50 for No. 1 Grant met with no response. Filatures.—Home markets remained very dull and prices continued weak. From sales made we quote: Kwong Shun Cheong and Min King Lun 11/13 and 13/15 \$740/730, Yu King Lun and Sun Yu Lun 9/11 \$750, Kwong Pou Kee 9/11 730, Kwong Sun On 11/13 and Kwong Wo Hing 11/13 \$725, Kwong Lun Fung 11/13 \$720, Cheong Kee 9/11 and Hip Sau Choy 10/12 \$710, Wing King Lun 9/11 \$700, Kwong King Loong 11/13 \$685, Han King Cheong 11/15 and Victoria 11/13 \$677, Hing Loong Cheong and Yu King Lun \$672½, Chun Sun Hing 10/29 \$670, Shee Lee Wo 11/13 \$600, King Wo Cheong and Wai King Wo 18 22 \$590. Short-reels.—The news of the American victory at Manila appears to have created for a moment a better feeling on the New York market, but it soon collapsed into the former groove. Waste.—Unchanged at former prices. Stocks.—Tsatlees, nil. Filatures, 1,000 bales.

SHANGHAI, 21st May.—(From Messrs. A. R. Burkill & Sons' Circular).—The latest London advices quote Gold Kiling 9/7½ and Blue Elephant 10/7½, and a quiet market. Raw Silk.—Since our last circular, large contracts have been made in new season silk, and settlements amount to about 1,700/2,000 bales, but at moment the market has become quiet again; the Chinese would probably sell, to a moderate extent, further quantities at prices below, but the demand has slackened. Tentlees.—Settlements of new Silk are about 1,300 bales. Taysams.—About 250/300 bales have found buyers. Hangchows.—About 100 bales have been contracted for, on the basis of prices below. In old Silks there have been settlements in Skeins of about 50 bales, and in Yellow Silk of about 50 bales as per quotations below. Crop.—Latest advices point to a fairly good crop, and there does not seem to be the least doubt but that a larger crop than last year's can be looked for. The general estimate gives a crop of White Silk of quite 8/3,000 bales more, i.e., about 53,000 bales, and we are inclined to think that this figure will be reached, but it is too early yet to give any definite estimate. Arrivals, as per Customs Returns, May 14th to 20th are: 32 bales White, 57 bales Yellow, and 115 bales Wild Silks. Re-reels and Filatures.—In old Silks we hear of a settlement for America of Plough Chop, 1 and 2, and for Lyons of some Pegasus No. 4 at 11s. 517½. Some contracts have

been made in new season Hand Filatures of Buffalo A B and C and Pegasus 1, 2 and 3 at 11s. 560 average, about 150 bales are said to have been done at these rates. The Export of Steam Filatures to date is: 5,929 bales to America, 4,189 bales to the Continent, 58 bales to Japan and 56 bales to London. Wild Silk.—There has been a large business doing in Tusah Raws 1, 2 and 3 at 11s. 175 average price, most of which is exported press-packed. Settlements amount to 300/400 bales. Waste Silk.—About 400 piculs Tusah Waste 1, 2, 3 have been settled at 11s. 23 average price. The market for all other classes of Waste is quiet. Pongees.—About 2,500 pieces Shantung Pongees have been settled. The following are the particulars:—

19 in. by 19	yds. by 22 23 oz. at 11s. 4.20 per piece.
18 " 18	22 " " 3.00 "
24 25 " 14 14½	22 " " 3.00 "
32 34 " 19	37 38 " " 7 80 8.20 "

CAMPHOR.

HONGKONG, 27th May.—The market is weak and prices show a decline. Quotations for Formosa are \$12.75 to \$13.00. Sales, 250 piculs.

SUGAR.

HONGKONG, 27th May.—The market is brisk and the advance in prices continues. Quotations are:—

Shackloong, No. 1, White...	\$7.28 to 7.32 per picul.
do. " 2, White...	7.06 to 7.10 "
Shackloong, No. 1, Brown...	4.80 to 4.84 "
do. " 2, Brown...	4.67 to 4.70 "
Swatow, No. 1, White...	7.21 to 7.24 "
do. " 2, White...	6.91 to 6.95 "
Swatow, No. 1, Brown...	4.70 to 4.73 "
do. " 2, Brown...	4.56 to 4.60 "
Foochow Sugar Candy	11.15 to 11.20 "
Shackloong	10.00 to 10.50 "

MISCELLANEOUS EXPORTS.

Per steamer *Andalusia*, sailed on the 12th May. For London:—6 cases fans, 100 casks preserves, 112 cases blackwoodware, 190 cases Chinaware, and 79 packages firecrackers. For Glasgow:—100 casks preserves. For Manchester:—450 bales waste silk. For London and/or Hamburg:—20 bales duck feathers, 40 boxes essential oil, and 529 packages canes. For London and/or Hamburg and/or Antwerp:—50 casks wood oil. For Hamburg:—1 case earthenware, 2 cases woodware, 3 cases copperware, 5 cases paper, 6 cases sundries, 6 cases blackwoodware, 15 packages rattanware, 15 boxes essential oil, 30 bales rattan shavings, 35 boxes Chinaware, 60 cases bristles, 85 cases fans, 167 bales feathers, 200 cases cassia, 213 packages firecrackers, 265 rolls matting, 283 packages canes, 344 bales galangal, 700 cases tea, and 762 cases Formosa camphor. For Bremen:—17 cases bamboofans and 30 bales rattan shavings. For Antwerp:—30 bales rattan, 43 cases wine, and 200 bales bambooware. For New York:—54 bales raw silk.

Per P. & O. steamer *Formosa*, sailed on the 14th May. For London:—1,631 boxes tea 23 cases Chinaware, 60 cases blackwoodware, 15 cases lacquered ware, 18 cases curios and effects, 5 cases and 43 bales feathers, 5 cases and 85 casks preserves, 536 bales mattings, 1 bale silk piece goods, 30 boxes cassia, and 23 packages sundries. For Gibraltar:—1 case curios. For Malta:—1 case curios, and 2 rolls matting.

Per P. & O. steamer *Coromandel*, sailed on the 14th May. For Hamburg:—100 packages tea from Foochow. For Amsterdam:—200 boxes tea from Foochow. For London:—8 bales feathers and 2,452 packages tea from Foochow, 58 boxes tea, and 18 cases silk piece goods. For France:—414 bales raw silk and 1 case silk piece goods. For Milan:—5 bales raw silk. For Gibraltar:—1 box silk piece goods, and 1 box lacquered ware.

OPIUM.

HONGKONG, 27th May.—Bengal.—The market has ruled quiet in the interval and prices have declined, New Patna cloving at \$698½, Old Patna at \$747½, New Benares at \$698½, and Old Benares at \$720.

Malwa.—There has been nothing doing in this drug during the past week and quotations are unchanged, the following being the current figures:—

Old (2½ yrs.)	\$810 with all'nce of ¼ to 2½ cts.
" (6/7 ")	\$810 " " of ¼ to 1 " "
" (8/3 ")	\$860 " " of 0 to 1½ " "

Persian.—Very little business has passed in this drug during the period under review. Quotations are unaltered, closing at \$190 to \$630 for Oily and at \$540 to \$670 for Paper-wrapped according to quality.

To-day's stocks are estimated as under:—

New Patna.....	143 chests
Old Patna.....	265 "
New Benares.....	293 "
Old Benares.....	120 "
Malwa.....	120 "
Persian.....	611 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1893.	\$	\$	\$	\$	\$	\$
May 21	707½	750	702½	717½	...	...
May 22	705	750	702½	717½	...	...
May 23	705	750	702½	717½	...	...
May 24	705	750	702½	717½	...	...
May 25	700	750	700	720	...	...
May 26	700	750	700	720	...	...
May 27	698½	747½	698½	720	...	...

COTTON.

HONGKONG, 13th May.—During the period under review, a fair amount of business has been done at slightly reduced rates. Stocks, about 3,400 bales.

Bombay.....	\$16.00 to 18.00 p. pl.
Kurrachee.....	to "
Bengal (New), Rangoon, } and Dacca.....	17.00 to 20.75 "
Shanghai and Japanese..	21.00 to 22.00 "
Tungchow and Ningpo...	21.00 to 22.00 "
Madras (Best).....	to "
Sales: 1,330 bales Bengal (New), Rangoon, and Dacca.	

RICE.

HONGKONG, 27th May.—The market is rather firmer than at date of last report. Quotations are:—

Saigon, Ordinary.....	\$2.90 to 2.95
" Round, good quality.....	3.35 to 3.40
" Long.....	3.62 to 3.66
Siam, Field, mill cleaned, No. 1...	3.15 to 3.20
" Garden, No. 1...	3.80 to 3.84
" White.....	4.60 to 4.64
" Fine Cargo.....	4.84 to 4.87

COALS.

HONGKONG, 27th May.—Market dull. A small sale of Cardiff a \$24 is reported. Australian Neglected. Small sales of Japanese at. Quotations. Quotations are:—

Cardiff.....	\$20.00 to 24.00 ex ship, nominal.
Australian.....	11.00 to 13.00 ex ship, quiet
Milki Lump } and Small. }	\$10.00 to 12.50 nominal
Moji Lump...	9.00 to 11.50 ex ship, steady
Hongay Lump	12.50 to — nominal.
Hongay Dust...	5.00 to —
Briquettes...	10.00 to —

MISCELLANEOUS IMPORTS.

HONGKONG, 27th May.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—400 pieces No. 10 at \$82 to \$89, 350 pieces No. 12 at \$83.50 to \$90, 200 pieces No. 16 at \$88 to \$97, 600 pieces No. 20 at \$95.50, to \$104.50. Grey Shirtings.—300 pieces 8½ lbs. Red Peach at \$2.72½, 300 pieces 8½ lbs. Blue Joss No. 2 \$3.07½, 300 pieces 8½ lbs. Red Fish at \$2.57½, 2,500 pieces 10 lbs. Palm Chop at \$4.10, 1,200 pieces 8½ lbs. Blue Peach at \$3.06, 600 pieces 8½ lbs. Red Peach at \$2.72½, 800 pieces 7 lbs. Blue Lion at \$2.02½, 700 pieces 7 lbs. Large Eagle at \$2.05, 300 pieces 8½ lbs. Red 7 Boys at \$2.67½, 350 pieces 7 lbs. Chair Chop at \$2, 300 pieces 8½ lbs. Blue Jos. No. 2 at \$3.07½, 500 pieces 10 lbs. Green Flowers at \$3.07½, 500 pieces 11 lbs. Red Flower \$3.37½, 500 pieces 10 lbs. Bamboo Pipe at \$3.45, 300 pieces 8½ lbs. Blue Peach at \$3.06, 500 pieces 10 lbs. Post Man No. 3,319 at \$3.50, 300 pieces 8½ lbs. Red Peach at \$2.72½, 600 pieces 8½ lbs. Red Fish at \$2.57½, 600 pieces 8½ lbs. Blue Joss No. 2 at \$3.07½, 1,400 pieces 7 lbs. Large Eagle at \$2.05, 600 pieces 8½ lbs. Red 7 Boys at \$2.67½, 600 pieces 8½ lbs. 8 Dogs at \$3.15, 1,600 pieces 10 lbs. Blue 5 Men at \$3.97½, 1,000 pieces 10 lbs. Shoe Maker at \$3.75, 500 pieces 10 lbs. 8 Shields at \$4.02½, 500 pieces 10 lbs. Green Flower at \$3.07½. White Shirtings.—750 pieces No. 600 at \$4.55, 500 pieces Gold Elephants at \$4.02½, 500 pieces gold goose at \$4.50, 1,500 pieces

Blue Dragon at \$5.20, 500 pieces No. 600 at \$4.30, 1,000 pieces G 90 at \$4.42½, 750 pieces No. 1,000 48 Rwd at \$2.30, 500 pieces gold Elephant at \$4.02½, 250 pieces gold goose at \$4.50, 500 pieces S.Q. at \$4.57½, 250 pieces D 70 at \$3.82½, 250 pieces S.Q. at \$4.50, 1,000 pieces No. 600 at \$4.55, 1,000 pieces Flower Chop at \$5.02½, 1,000 pieces D 70 at \$3.82½, 300 pieces Blue Lion at \$6.05, 150 pieces Gold Tiger at \$6.52, 500 pieces S.Q. at \$4.57½, 1,000 pieces SS at \$4.77½, 500 pieces No. 5 at \$3.97½, 150 pieces S T at \$4.50, 500 pieces No. 30 at \$3.75, 1,000 pieces D 70 at \$3.82½, 1,000 pieces Flower Chop at \$5.02½, 600 pieces Blue Lion at \$6.05, 500 pieces S.Q. at \$4.57½, 500 pieces SS at \$4.77½, 500 pieces Spear Min at \$5.40, 250 pieces SS at \$4.77½, 250 pieces Fan Chop at \$5.20, 250 pieces FB 1 at \$5.47½. T-Cloths.—750 pieces 7 lbs. Mex. Red Star at \$2.47, 750 pieces 7 lbs. Mex. S. Lion No. 1 at \$1.94, 1,500 pieces 7 lbs. Mex. Sil. Lion No. 1 at \$1.94, 600 pieces 8 lbs. Mex. V. V. at \$3.02½, 1,200 pieces 8 lbs. Mex. Red Star at \$2.82½, 1,125 pieces 7 lbs. Mex. Gold Dragon at \$2.47. No. 4 Yarn.—20 bales Star and Palm at \$140.50. Camlets.—100 pieces 9 Birds scarlet at \$12.85, 100 pieces 9 Birds scarlet at \$12.85. Long Ells.—100 pieces 10 lbs. scarlet at \$3.15.

Metals.—Quick-Silver.—50 flasks at \$1.44.

COTTON YARN.

Bombay—Nos. 10 to 20s.....	74.00 to 104.00
English—Nos. 16 to 24.....	111.00 to 117.00
" 22 to 24.....	114.00 to 120.00
" 28 to 32.....	124.00 to 129.00
" 38 to 42.....	133.00 to 140.00

COTTON PIECE GOODS.

Grey Shirtings—6lbs.....	1.75 to 1.85
7lbs.....	2.00 to 2.07½
8.4 lbs.....	2.50 to 3.20
9 to 10 lbs.....	3.40 to 4.15
White Shirtings—54 to 56 rd. 2.40 to 2.60	
58 to 60 ..	2.75 to 3.45
64 to 66 ..	3.55 to 4.40
Fine ..	4.35 to 7.15
Book-folds.....	3.80 to 5.70
Victoria Lawns—12 yards ..	0.65 to 1.30
T-Cloths—6lbs. (32 in.), Ord'y.....	1.55 to 1.75
7lbs. (32 ..), ..	1.90 to 2.15
6lbs. (32 ..), Mexs.....	1.70 to 1.85
7lbs. (32 ..), ..	2.10 to 2.80
8 to 8.4 oz., (36 in.) ..	2.40 to 3.25
Drills, English—40 yds., 13½ to 14lbs.....	3.75 to 5.15

FANCY COTTONS.

Turkey Red Shirtings—1½ to 7lbs.....	1.60 to 5.00
Brocades—Dyed.....	3.00 to 5.00

Damasks.....	0.12 to 0.16
Chintzes—Assorted.....	0.08 to 0.14
Velvets—Black, 22 in.....	0.20 to 0.45
Velveteens—18 in.....	0.17½ to 0.18½

Handkerchiefs—Imitation Silk.....	0.45 to 0.90
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WOOLLENS.

Spanish Stripes—Sandry chops.....	0.51½ to 1.40
German.....	1.15 to 1.50
Habit, Med., and Broad Cloths.....	1.25 to 5.25

Long Ells—Scarlet.....	6.50 to 9.00
Assorted.....	6.60 to 3.10
Camlets—Assorted.....	12.50 to 32.00
Lastings—30 yds., 31 inches, Assorted.....	12.00 to 20.00
Orleans—Plain.....	7.00 to 8.50

Blankets—8 to 12lbs.....	5.50 to 14.00
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METALS.

Iron—Nail Rod.....	4.10 to —
Square, Flat Round Bar ..	4.15 to —
Swedish Bar.....	5.75 to —
Small Round Rod.....	4.70 to —
Hoop ½ to 1½ in.....	5.40 to —
Wire 15/25.....	9.00 to —
Old Wire Rope.....	1.50 to 3.00
Lead, L. B. and Hole Chop ..	9.10 to —
Australian.....	9.10 to —
Yellow M'tal—Muntz, 14/20 oz.....	31.50 to —
Vivian's, 14/20 oz.....	31.50 to —
Elliot's, 14/20 oz.....	31.00 to —
Composition Nails.....	— to —
Japan Copper, Slabs.....	36.00 to —
Tiles.....	29.00 to —
Tin.....	— to —
Tin-Plates.....	6.15 to —

Steel ½ to ¾.....	per cwt. case 5.50 to —
SUNDRIES.....	per picul
Quicksilver.....	140.00 to —
Window Glass.....	per box 4.50 to —
Kerosene Oil.....	per 10-gal. cases 1.80 to —

SHANGHAI, 21st May.—(From Messrs. Noel, Murray & Co.'s Piece Goods Trade Report).—So far as this branch of the trade is concerned the week has been rather devoid of interest. A quiet but steady business has continued and, though small in volume compared with the previous fortnight, certainly a gradual improvement in prices is noticeable in the private sales; at the Auctions, however, the indication seems to be that the full extent of the advance has, apparently, been reached. At the same time there is a decided difficulty in replacing sales and the business done, other than from stock, is in goods that had been brought in anticipation of requirements and are either about or for early shipment, and Importers can afford to sell them profitably at about present market rates. The Exchange problem is again an important factor in the situation, complications having arisen through the free shipments of Sycee from Japan to this country, that being the manner in which they are endeavouring to work off the demonetized Silver Yen. Considerable attention is being paid still to American makes and the purchases for this market since the first of the month must have been very heavy. They appear to have taxed the output of the Mills in the States and Canada, and prohibitive prices now being asked for further business. From the Outports satisfactory advices continue to come in of the progress of the trade, which are amply confirmed by the free manner that clearances are keeping up. From this it appears that the natives are taking but little concern in the serious questions that are agitating the European Governments with regard to this country which is probably just as well for those interested in the trade, and it is to be hoped that they will continue to treat with the same indifference the reforms that are bound to be introduced in the near future. The opening up of the country appears within measurable distance now, but it is certainly not through the exertions of the Powers that are chiefly interested commercially at present, that it will be done. They have been shown the only way to deal with China, and it can only be hoped that something will be done now by the Governments of those who have borne the brunt of the struggle, in introducing civilised trade to this country, to safe-guard their interests by insisting on keeping all the markets open. Reports have circulated freely during the interval that arrangements are rapidly being completed for the building of Railways in the North by Russia and in Shantung by Germany, and latterly it was announced that a British firm has obtained the concession, in spite of great opposition, to construct a Railway from this to Soochow and from thence to the Yangtze Ports, and at the same time to take over the line between this and Woosung that is rapidly approaching completion.

METALS, 23rd May.—(From Messrs. Alex. Birkfeld & Co.'s Report).—There has been a fair number of transactions during the week, though there has been no active change in the market. Prices have been slightly easier, and the Chinese dealers appear to have taken advantage of this to fill wants, many of which promise ere long to become pressing. The following business has been reported:—50 tons Steel Plate Cuttings at 90s. c.i.f., 225 tons Cart Tyres at 106s. 6d. to 109s. c.i.f., 100 tons Boiler Plates at 90s. c.i.f., 50 tons Boiler Tubes at 96s. c.i.f., 75 tons Steel Cobble at 121s. c.i.f., 50 tons Bale Hoops at 110s. c.i.f., 100 tons Old Iron Wire at 90s. c.i.f., 75 tons Old Cables at 9s. 6d. c.i.f., 50 tons Bar Iron, Round at 9s. c.i.f., 50 tons Bar Iron, Flat at 92s. c.i.f., 100 tons London horse-shoes at 89s. c.i.f., 100 cases Corrugated Galvanised Iron, 26 & 23 G. at 212 17s. 6d. At Auction.—500 piculs Wire Rigging at Tls. 1.30, 850 piculs Ship Plates at Tls. 1.87½, 1,200 piculs Scrap Iron at Tls. 1.55, 200 piculs Thin Plates at Tls. 2.61, 200 piculs Angle Iron at Tls. 2.00.

EXCHANGE.

FRIDAY, 27th May.

ON LONDON.—	
Telegraphic Transfer.....	1/10½
Bank Bills, on demand.....	1/10½
Bank Bills, at 30 days' sight.....	1/10½

Bank Bills, at 4 months' sight	1/10 7/8
Credits, at 4 months' sight	1/10 1/2
Documentary Bills, 4 months' sight	1/10 1/4
ON PARIS.—	
Bank Bills, on demand	2.35
Credits, at 4 months' sight	2.38 1/2
ON GERMANY.—	
On demand	1.90
ON NEW YORK.—	
Bank Bills, on demand	45 1/4
Credits, 60 days' sight	46 1/4
ON BOMBAY.—	
Telegraphic Transfer	138 1/2
Bank, on demand	139 1/2
ON CALCUTTA.—	
Telegraphic Transfer	138 1/2
Bank, on demand	139 1/2
ON SHANGHAI.—	
Bank, at sight	74 1/4
Private, 30 days' sight	75 1/4
ON YOKOHAMA.—	
On demand	8 % pm.
ON MANILA.—	
On demand	1 1/2 % pm.
ON SINGAPORE.—	
On demand	2 % pm.
SOVEREIGNS Bank's Buying Rate	10.60
GOLD LEAF, 100 fine, per tael	56.25

JOINT STOCK SHARES.

HONGKONG, 27th May.—Business continues very dull and rates in most cases show a further small decline.

BANKS.—Hongkong and Shanghai have changed hands in small lots at 189 and 190 per cent. prem., closing steady at the latter rate. Nationals and Bank of Chinas unchanged and without business.

MARINE INSURANCES.—All Marines continue on offer without leading to business: Unions at \$222 1/2, Cantons at \$137 1/2, Traders at \$62, Straits at \$11, and the Northern Insurances at quotations.

FIRE INSURANCES.—Hongkongs continue weak at \$332 1/2 without business. Chinas have changed hands in small lots at \$98.

SHIPPING.—Hongkong, Canton, and Macao have ruled weak with sellers at \$26 after small sales at \$26 1/2, market closing quiet with sellers at the former rate. Indo-Chinas continue on offer at \$60 notwithstanding the declaration of a dividend of 5 % = 10s. per share. Douglases are still inquired for at \$58 for small lots, but large parcels are probably obtainable at that rate. China Manilas remain unchanged, with sellers and without business at quotation. China Mutuals steady with buyers at quotations.

REFINERIES.—China Sugars are still completely neglected, sellers vainly offering to part at \$160; at time of closing a sale is reported at \$159, and more shares could probably be obtained at that rate. Luzons unchanged and without business.

MINING.—Punjoms have ruled firmer with sales to some extent at \$5 1/4 and afterwards at \$5.30 and \$5.50, market closing with buyers at \$5.60. Olivers and Balmorals have been on offer all the week at reduced prices without leading to business. Charbonnages continue entirely out of the market. Jebebus after sales at \$4.25 and \$4.50 close quieter with sellers at \$4. Raubs have been in a steady but small demand at \$30, with few if any sellers; market closing firm with buyers. Great Eastern and Caledonians have changed hands at \$3.30 and more are obtainable at that rate.

LOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have ruled steady to strong with small sales at 255 per cent. prem. Kowloon Wharves have continued in demand and have risen to \$57, after small sales at \$56, and closing with buyers at \$57. Wanchais unchanged and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue quiet and neglected with sellers at \$72 and no sales to report. Hotels have ruled quieter with small sales at quotation. West Points and Humphreys continue on offer at quotations without business.

MISCELLANEOUS.—Watsons changed hands at the reduced rate of \$11.75, closing with probable buyers at that rate. Green Islands have been negotiated at \$27 1/2 for old and \$12 for new. Ices and Tramways have changed hands at quotations.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$36 1/2, sal. & sel.]
Hongkong & S'hai	\$125	190 % prem.
China & Japan, prf.	£5	nominal
Do. ordinary	£4	nominal
Do. deferred	£1	£5.5s.
Natl. Bank of China		
B. Shares	£8	\$18, sellers
Founders Shares	£1	\$18, sellers
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Sugar	\$100	\$159, sal. & sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 100
Hongkong	\$40	\$27 1/2, sellers
International	Tls. 166	Tls. 107
Lagu Kung Mow	Tls. 100	Tls. 110
Soychee	Tls. 500	Tls. 520
Yahloong	Tls. 100	Tls. 99
Dairy Farm Co.	\$1	\$14
Fenwick & Co., Geo.	\$25	\$10, buyers
Green Island Cement	\$10	\$2 1/2, sal. & buyers
Do. New Issue	\$2 1/2	\$12, sales & buyers
H. & China Bakery	\$50	\$33
Hongkong & C. Gas	£10	\$125
Hongkong Electric	\$10	\$9, sellers
H. H. L. Tramways	\$100	\$107, sales
Hongkong Hotel	\$50	\$51 1/2, sales
Hongkong Ice	\$25	\$110, sale & sellers
H. & K. Wharf & G.	\$50	\$57, buyers
Hongkong Rope	\$50	\$160, sellers
H. & W. Dock	\$125	255 p. ct. prem. =
Insurances—		[\$443.75, sellers]
Canton	\$50	\$137 1/2, sellers
China Fire	\$20	\$98
China Traders'	\$25	\$92, sellers
Hongkong Fire	\$50	\$33 1/2, sellers
North-China	£25	Tls. 180, buyers
Straits	\$20	\$11, sellers
Union	\$50	\$22 1/2, sellers
Yangtze	\$60	\$124, sellers
Land and Building—		
H. Land Investment	\$50	\$72, sellers
Humphreys Estate	\$10	\$2 1/2, sellers
Kowloon Land & B.	\$30	\$17, sellers
West Point Building	\$40	\$2 1/2, sellers
Luzon Sugar	\$100	\$12, sellers
Mining—		
Charbonnages	Fce. 500	\$125, sellers
Great E. & C'donian	\$5	\$5, sellers
Do.	\$2 1/2	\$3.30, sellers
Jebebu	\$5	\$1
New Balmoral	\$1	70c, sales & sellers
Do. Preference	\$1	80c, sales & sellers
Oliver's Mines, A.	\$5	\$14, sellers
Do. B.	\$2 1/2	\$4, sellers
Punjoni	\$5	\$5 1/2, buyers
Do. Preference	\$1	\$1.5, sal. & buyers
Raubs	14s. 10d.	\$30, sales & buyers
New Amoy Dock	\$6 1/2	\$4.50, sales
Steamship Coy.—		
China and Manila	\$50	\$41, sellers
China Mutual Ord.	£10	£7 15s, buyers
Do. Preference	£10	£7 5s, buyers
Do. Do.	£5	£2 15s, buyers
Douglas S. S. Co.	\$5	\$55, sellers
H. Canton and M.	\$15	\$26, sellers
Indo-China S. N.	£10	\$10, sellers
Star Ferry	\$7 1/2	\$9, sellers
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$1	\$3, sellers
United Asbestos	\$2	\$1.40, buyers
Do.	\$10	\$10, nominal
Wanchai Warehouse Co.	\$37 1/2	\$41
Watson & Co., A. S.	\$10	\$11.55, buyers

J. V. Y. VERNON, broker.

SHANGHAI, 23rd May.—(From Messrs. J. P. Bisset & Co.'s Report)—There is no improvement to note in business this week. Banks.—Hongkong and Shanghai Banking Corporation.—Early in the week shares were placed at 197 and 198 per cent. premium but the market weakened, in sympathy with a decline in Hongkong, and business was done at 196 and 195 per cent. premium. Shares in other Banks are neglected. Marine Insurance.—Business has been confined to a sale of North-China Insurance shares at Tls. 182.50. Fire Insurance.—No business. Shipping.—No Business reported. Indo-Chinas are offering, locally, at Tls. 46, and in Hongkong at \$61.50. Sugar Companies.—Perak Sugar Cultivation shares are wanted at Tls. 36. Luzon Sugar Refining shares were placed to Hongkong at \$12 and \$43. Mining.—Jebebu Mining and Trading shares are wanted at \$3.75. Raub Australian Gold Mining shares were placed to Singapore at \$29.50, and locally at \$30.50. Docks, Wharves & Godowns.—Shares in S. C. Farnham & Co. were sold at Tls. 163 and Tls. 165. Shanghai Engineering and Dock shares were placed at Tls. 80. Shanghai and Hongkew Wharf shares changed hands at Tls. 117. Hong-

kong and Whampoa Dock shares are wanted at 254 per cent. premium. Lands.—Shanghai Land Investment shares were sold to-day at Tls. 84. There are sellers of Hongkong Land Investment shares at \$72.50. Industrial.—Cotton Mill shares have been neglected. Major Brothers shares were placed at Tls. 33, and China Flour Mill shares at Tls. 56. Miscellaneous.—Shanghai-Sumatra Tobacco shares were sold at Tls. 78. Shanghai-Langkai Tobacco shares were forced off for cash and for the 31st current at Tls. 200. The market is stronger to-day and business was done at Tls. 200 and Tls. 210. Shares in J. Llewellyn & Co. were placed at \$70. Loans.—Shanghai Land Investment 6 per cent. Debentures were sold at Tls. 102, and Shanghai and Hongkew Wharf 6 per cent. at Tls. 101, and Shanghai Gas 5 per cent. at Tls. 95.

TONNAGE.

HONGKONG, 27th May.—The volume of business transacted during the past two weeks has been larger than that during the preceding period, and rates in certain directions are firmer. From Saigon to Hongkong 27 cents is offered for prompt medium-sized steamers and 25 cents per picul for large; to Japan about 42 cents per picul. From Bangkok to this, 25 and 30 cents per picul might be obtained for small carriers. From Newchwang to Canton, the freight has fallen to 38 cents per picul. Moji-Hongkong, the rate has advanced to \$2.25 per ton for early June loading; Singapore \$2.60 per ton. Sailing tonnage.—Two vessels have been chartered hence for New York at about 16s. per ton.

There are three disengaged vessels in port, registering 3,505 tons.

The following are the settlements:—

Emily F. Whitney—British ship, 1,249 tons, Shanghai and Hongkong to New York, private terms.

Fooking Suez—Hawaiian barque, 1,036 tons, Shanghai and Hongkong to New York, private terms.

Mathilde—German steamer, 678 tons, Newchwang to Canton, 38 cents per picul.

Canton—British steamer, 1,110 tons, Hongkong to Swatow, \$3 per ton.

Mathilde—German steamer, 678 tons, Hongkong to Vladivostok, 45 cents per picul.

Emeralda—British steamer, 966 tons, Hongkong to Nagasaki and Kobe, 25 cents per picul.

Amara—British steamer, 1,588 tons, Moji to Hongkong, \$2.10 per ton.

Hinsang—British steamer, 1,536 tons, Moji to Hongkong, \$2.10 per ton.

Hermes—Norwegian steamer, 919 tons, Moji to Hongkong, \$2.15 per ton.

Astrid—Norwegian steamer, 975 tons, Moji to Hongkong, \$2.15 per ton.

Dante—German steamer, 1,302 tons, Moji to Hongkong, \$2.15 per ton.

Breid—Norwegian steamer, 645 tons, Moji to Hongkong, \$2.25 per ton.

Glenar—British steamer, 1,410 tons, Moji to Hongkong, \$2.25 per ton.

Glenar—British steamer, 1,925 tons, Moji to Singapore, \$2.50 per ton.

Martha—German steamer, 1,560 tons, Saigon to Hongkong, \$10.50 in full.

Germania—German steamer, 1,775 tons, Saigon to Hongkong, 25 cents per picul.

Triton—German steamer, 1,341 tons, Saigon to Hongkong, 26 cents per picul.

Yiksang—British steamer, 887 tons, Saigon to Hongkong, 26 cents per picul.

Hansa—German steamer, 1,253 tons, Saigon to Hongkong, 26 cents per picul.

Wuhan—German steamer, 1,201 tons, Saigon to Hongkong, 26 cents per picul.

Propontis—British steamer, 1,390 tons, Saigon to Hongkong, 25 cents per picul.

Benhamond—British steamer, 1,752 tons, Saigon to Hongkong, 25 cents per picul.

Actis—Danish steamer, 426 tons, Saigon to Hongkong, 26 cents per picul.

Prosper—Norwegian steamer, 788 tons, Saigon to Hongkong, 26 cents per picul.

China—German steamer, 1,271 tons, Saigon to Hongkong, 2 1/4 cents per picul.

Tailee—German steamer, 939 tons, Saigon to Hongkong, 27 cents per picul.

Astrid—Norwegian steamer, 975 tons, Saigon to Kobe, 42 cents per picul.

Olus—British steamer, 1,588 tons, Rangoon to Kobe, 60 cents per picul.

VESSELS ON THE BERTH.

For LONDON.—*Ulysses*, (str.), *Adria*, (str.), *Sarpedon* (str.), *Bingo Maru* (str.), *Bengal* (str.).

For SAN FRANCISCO.—*O. of Rio de Janeiro* (str.), *Imberhorne*, *Coptic* (str.).

For NEW YORK.—*Energia* (str.), *Queen Margaret* (str.), *St. David*, *Emily F. Whitney* (str.).

For VANCOUVER.—*Empress of China* (str.).

For BREMEN.—*Such-en* (str.).

For HAVRE.—*Bellona* (str.), *Siam* (str.).

For PORTLAND.—*Braemar* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

May—

ARRIVALS.

20, Fallondon Hall, British str., from N. York.
 20, Wuotan, German str., from Saigon.
 20, Hawthorn Bank, Brit. bk., from N. York.
 21, Pronto, German str., from Quinhon.
 21, Chwanshan, British str., from Nagasaki.
 21, Choysang, British str., from Canton.
 21, Nanchang, British str., from Canton.
 21, China, British str., from Saigon.
 21, Dante, German str., from Saigon.
 22, Haitan, British str., from Coast Ports.
 22, Kong Beng, British str., from Saigon.
 22, Machew, British str., from Bangkok.
 22, Sydney, French str., from Marseilles.
 22, Wosang, British str., from Saigon.
 22, Loksang, British str., from Canton.
 22, Sullberg, German str., from Canton.
 23, Hohenzollern, German str., from Y'hama.
 23, Jason, British str., from Liverpool.
 23, Kinai Maru, Japanese str., from Moji.
 23, Shinshiu Maru, Japanese str., from Moji.
 23, Benmohr, British str., from London.
 23, Tetartos, German str., from Canton.
 23, Frejr, Danish str., from Pakhoi.
 23, Regina, German str., from Kutchinotzu.
 23, Liberal, Portuguese g-bt., from Macao.
 23, Triumph, German str., from Pakhoi.
 23, Aztec, Hawaiian str., from San Francisco.
 24, Hailong, British str., from Tamsui.
 24, Akitsushima, Japanese str., from Manila.
 24, Preussen, German str., from Shanghai.
 24, Bengloe, British str., from Saigon.
 24, Kanagawa Maru, Jap. str., from Kobe.
 24, Ariel, Norwegian str., from Canton.
 24, Hangchow, British str., from Canton.
 24, Kwanglee, Chinese str., from Shanghai.
 24, Urania, British str., from Cebu.
 24, Glenearn, British str., from Saigon.
 24, Ask, Danish str., from Haiphong.
 24, Brodmayne, British str., from Singapore.
 24, Canton, British str., from Moji.
 24, Omi Maru, Japanese str., from Nagasaki.
 25, Rosetta, British str., from Japan.
 25, Ceylon, British str., from London.
 25, Haimun, British str., from Tamsui.
 25, Phoenix, Norwegian str., from Moji.
 25, Clara, German str., from Haiphong.
 25, Hainan, German str., from Chefoo.
 25, Loongmoon, German str., from Shanghai.
 25, Bellona, German str., from Kobe.
 25, Canton, British str., from Shanghai.
 26, Hikosan Maru, Jap. str., from K'chinotzu.
 26, Energia, British str., from Shanghai.
 26, Bengal, British str., from Shanghai.
 26, Yiksang, British str., from Saigon.
 26, Arratoon Apcar, Brit. str., from Calcutta.
 26, Tokio Maru, Jap. str., from Melbourne.
 26, Hongkong, French str., from Haiphong.
 27, Chusan, British str., from Bombay.
 27, Thales, British str., from Coast Ports.
 27, Devawongse, British str., from Bangkok.
 27, Moji Maru, Japanese str., from Saigon.
 27, Sin Kai, Japanese str., from Tamsui.
 27, Mathilde, German str., from Haiphong.
 27, Aldershot, British str., from Hongay.

DEPARTURES.

21, Dean, British str., for Bangkok.
 21, Rio, German str., for Saigon.
 21, Chingtu, British str., for Australia.
 21, Esmeralda, British str., for Nagasaki.
 21, Fukui Maru, Jap. str., for Saigon.
 21, Hong Leong, British str., for Swatow.
 21, Indus, French str., for Europe.
 21, M. Bacquhem, Aust. str., for Shanghai.
 21, Olympia, British str., for Victoria.
 21, Phra Nang, British str., for Bangkok.
 21, Volute, British str., for Shanghai.
 22, Astrid, Norw. str., for Saigon.
 22, Chiswick, British str., for Iloilo.
 22, Choysang, British str., for Foochow.
 22, Elsa, German str., for Bangkok.
 22, Fallodon Hall, British str., for Shanghai.
 22, Haitan, French str., for Hoihow.
 22, Nanchang, British str., for Swatow.
 22, Nanyang, German str., for Swatow.
 22, Nanyo Maru, Jap. str., for Saigon.
 22, Sydney, French str., for Shanghai.
 22, Egremont Castle, Brit. str., for Yokohama.
 23, Airlie, British str., for Shanghai.
 23, Dante, German str., for Kobe.
 23, Formosa, British str., for Amoy.
 23, Hanoi, French str., for Haiphong.
 23, Siam, Danish str., for Bangkok.

23, Sullberg, German str., for Chefoo.
 24, Frejr, Danish str., for Hoihow.
 24, Hinsang, British str., for Samarang.
 24, Lyeemoon, German str., for Shanghai.
 24, Haitan, British str., for Swatow.
 24, Loosok, British str., for Bangkok.
 25, Martha, German str., for Saigon.
 25, Tetartos, German str., for Hoihow.
 25, Kanagawa Maru, Jap. str., for Singapore.
 25, Preussen, German str., for Europe.
 22, R. R. Thomas, Amr. ship, for Boston.
 25, Kwanglee, Chinese str., for Canton.
 25, Loongmoon, German str., for Canton.
 26, Ariel, Norwegian str., for Chefoo.
 26, Glenearn, British str., for Yokohama.
 26, Jason, British str., for Shanghai.
 26, Pronto, German str., for Touron.
 26, Liberal, Portuguese gunboat, for Macao.
 26, Akitsushima, Japanese cruiser, for Manila.
 26, Canton, British str., for London.
 26, Chwanshan, British str., for Swatow.
 26, Decima, German str., for Saigon.
 26, Loksang, British str., for Swatow.
 26, Propontis, British str., for Singapore.
 26, Shinshiu Maru, Jap. str., for Saigon.
 26, Wosang, British str., for Hongay.
 27, Ask, Danish str., for Haiphong.
 27, Kong Beng, British str., for Saigon.
 27, Onsang, British str., for Hongay.
 27, Omi Maru, Japanese str., for Australia.
 27, Benlomond, British str., for Saigon.
 27, Ceylon, British str., for Shanghai.
 27, Deucalion, British str., for Sandakan.
 27, Machew, British str., for Bangkok.
 27, Wuotan, German str., for Saigon.

PASSENGER LIST.

ARRIVED.

Per *Indus*, for Hongkong from Shanghai, Vice-Consul K. L. Higgs, Messrs Na Hoid Meed, F. de Lara, J. Sunacha, P. Montgomery, R. C. C. Heaydand, H. J. Cooke, Mrs. Piercy, Messrs. J. Hoves and M. Fush, Mrs. Strant, Messrs. Koo Chit Foo, Gray, J. A. Campbell, Francisco Fuzet; from Yokohama, Miss Robertson, Miss Worley, Miss Carver, Mr. D. R. Crawford, Mr. and Mrs. Reyes and 4 children, Capt. Anglado, Messrs. Martino Marquis and T. M. Yers; from Kobe, Messrs. Carey and Strymgeour.
 Per *Machew*, from Bangkok, Mrs. and Misses Bellew, Miss Bryne, and Miss Ravell.
 Per *Haitan*, from Coast Ports, Capt. and Mrs. Saunders and 2 children, and Mr. F. Salinger.
 Per *Sydney*, for Hongkong from Marseilles, Mr. and Mrs. de Bernieres, and Mr. Langlois; from Colombo, Mr. C. Junghenn; from Singapore, Messrs. Hoetink, D. Schuster, Kim Shing, de la Rama, Loung, Oppen, and Fred. Dorr; from Saigon, Messrs. J. Alston, Kinugawa, and Guillaume; for Shanghai from Marseilles, Messrs. P. A. M. Castle, M. F. Wintour, J. C. Reding, Count Ch. of Ursel, Major Five, and Mr. Ledent; from Saigon, Mr. and Mrs. Dalvy; for Kobe from Bombay, Mr. Dorsabhoj Digaria; from Singapore, Mrs. Ofino, and Mr. Hashimoto; from Saigon, Mr., Mrs. and Miss Robin Jaguemyns, Messrs. Manjiro Inagaki and Shigeta; for Yokohama from Marseilles, Messrs. Malinofsky and R. Lacoix; from Saigon, Mr. and Mrs. Jame and child, Messrs. Benoist, Legrange, Gilanton, Mr. and Mrs. Clemeat.
 Per *Hohenzollern*, from Yokohama, Mr. and Mrs. Lamke, Mrs. M. Müller, Miss A. Booth, Capt. B. Grundmann, Messrs. A. Rombach, E. Schullenbach, T. H. Kerchaw, T. Stanland, V. Bener, S. V. Boyd, Mathias, H. Kampe, and E. Spekmann.
 Per *Preussen*, from Shanghai, Messrs. B. Luckan, and Oscar Bichter.
 Per *Kanagawa Maru*, from Kobe, Messrs. Dainty and Cristensen.
 Per *Kwanglee*, from Shanghai, Mr. Bailey, and 193 Chinese.
 Per *Rosetta*, from Japan, Miss Meadon, Col. Ross, Captain Lock, Major D. W. Purdon, Lieut.-Col. Preston, Messrs. Yip Dud Cho, Robert Bowen, and Mrs. R. Redding.
 Per *Ceylon*, for Hongkong, from London, Major and Mrs. W. C. Morris, Capt. H. T. Thwaites, Lieuts. H. S. Wilkinson, H. Loring, C. W. Castle, J. H. Browne, and A. K. Hudson; from Singapore, Messrs. W. K. Brice and C. M. Flandram; for Yokohama, Mr. G. W. Nink.
 Per *Loongmoon*, from Shanghai, Capt. Jensen.
 Per *Canton*, from Yokohama for Penang, Major Bent; for London, Messrs. J. Gardiner

and T. Davenport; from Kobe for Singapore, Mr. R. A. Stevens.

Per *Arratoon Apcar*, from Calcutta, &c., Mr. and Mrs. Herbert, Mr. and Mrs. Lindsey and child, Mr. and Miss Brown, Mr., Mrs. and Miss Phillips, Mrs. Bridge, Messrs. C. V. Apcar, Joseph, K. C. Chong, and Storrock.

Per *Tokio Maru*, from Melbourne for Hongkong, Mr. H. W. Wickens; for Yokohama, Mrs. E. G. Wartons, Messrs. Henry Edgell and H. Waterfields, Miss A. Cooper, Miss M. E. Mead, and Mr. E. F. Fornaris; for Nagasaki, Mrs. Kinoshita.

Per *Bengal*, from Shanghai for Hongkong, Mrs. Kellogg Cravens, Messrs. T. T. H. Ferguson and W. L. Crow, and Mrs. M. Crow; for London, Capt. J. H. P. Parker, Mr. and Mrs. Grainger and 2 children, Mr. and Mrs. C. H. Tjader, Mr. G. M. Milne, and Mrs. J. Douglas; for London via Bombay, Mr. Stone.

DEPARTED.

Per *Chingtu*, for Port Darwin, Messrs. Nicola and Illia; for Brisbane, Mr. P. Crowle; for Sydney, Misses Bell, Timms and Grace, Messrs. O. Rowe, A. Carson, D. Carson, Donovan, Dalgliesh, H. M. Thomas, and W. Whitehead; for Melbourne, Mr. E. Robinson.

Per *Indus*, from Hongkong for Saigon, Messrs. F. Lloyd Jones, E. Petit, and Rev. P. Jarry; for Singapore, Mr. and Mrs. Patchitt, Messrs. G. Munro and A. B. Cargiel; for Colombo, Mrs. Garduer Hill; for Marseilles, Mr. and Mrs. A. Giraud and children, Capt. J. Anglada, and Mr. R. Vogler; for Saigon from Shanghai, Messrs. Lo Hoe Hung, Hon Le Tong, and Rault; from Yokohama, Mrs. Heban, for Singapore from Shanghai, Messrs. Make, E. Emaile, F. Oveido, Nagokawa, and Jamatiui; from Bombay for Shanghai, Mr. D. D. Mistry, Mr. and Miss Talbot, Princes Gaekwar and suite, and Mr. Solumkeros; for Port Said from Kobe, Mr. Yoshida; for Marseilles from Shanghai, Mr. Tallien, Rev. Emilian, Messrs. Bourlier, Cleach Louis, Radamelle, and Mrs. Haas; from Yokohama, Messrs. Raymar, Jubiot, Tarrella, Yasukaki, Isoi, Yamashito, Count and Countess Pimodan, Mr. Bernard, and Miss Smith.

Per *Sydney*, for Shanghai, Messrs. B. Layton, J. Gerard, Otto Dyckeroff, F. C. Mendes, R. F. Gray, Dr. W. Dyckeroff, Mr. and Mrs. Spieler, Mrs. Naftaly, Mrs. P. Krator, and Mrs. A. Krator; for Kobe, Mr. and Mrs. Sandover, Mrs. Brand, Messrs. Wittemoon, E. H. D'avis, Ataka, and S. Tsuchiya; for Nagasaki, Messrs. Edelstein and A. P. MacEwen; for Yokohama, Mr. H. W. Kennett.

Per *Preussen*, from Hongkong for Southampton, Messrs. F. F. Powell, W. Williams, and James Wacker, Mr. and Mrs. Geo. Weller, Mrs. Lewingdon, Capt. and Mrs. Sanders and children; for Bremen, Messrs. C. Ween and Zimmermann; for Genoa, Messrs. W. Pick and Robert Hug, and Rev. Bauuister; for Singapore, Mr. and Mrs. Cohen, Miss Blohm, and Mr. M. Schwartz; from Yokohama for Southampton, Mr. F. Stariland; for Bremen, Mr. v. Besser; from Nagasaki for Singapore, Messrs. K. Kugo and K. Hogima; from Japan for Bremen, Miss Ada Booth, and Capt. B. Grundmann; for Bremerhaven, Mr. E. Spetmann; for Genoa, Mr. H. Kampe; for Singapore, Mr. T. H. Kershaw, and Mrs. Mitsu Mayeda; from Shanghai for London, Mr. John Smith, Dr. D. Craigie Gray and family, Mrs. M. A. McEwan, Mrs. McLavy and 2 children; for Bremen, Mr. and Mrs. A. Wottrich and child, Mr. and Mrs. Stuhlmann, Messrs. E. Bern and C. Behm; for Genoa, Mr. Carl Dryiobeck, Mr. and Mrs. B. Rosenbaum, Messrs. G. v. Bodenhausen, von Hesse Wartegg, Eugene Wolf, Chev. Ghisi and family, Messrs. J. H. Clarke, W. Mertens, P. Sims, F. Moller, W. W. Clifford, and Julius Fressberger.

Per *Loksang*, for Swatow, Messrs. W. F. S. Dugdale and F. D. Ackland.

Per *Siam*, for Bangkok, Misses Robertson, Carver, and Worley.

Per *Kanagawa Maru*, for London, &c., from Hongkong, Messrs. H. B. Bridger, S. Tanaker, and W. S. Given, and Mrs. Josepha North; from Japan, Messrs. J. Dainty, Christensen, M. Nisbet, McBride, and Japanese Naval Officers.

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